

# AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, June 15, 1878.

### Forfeiting Railroad Land Grants.

Parties interested have prepared a bill to forfeit certain lands granted by Congress to aid in the construction of railroad and telegraph lines. This bill having been referred to the House Committee on the Public Lands, that committee has reported in favor of forfeiting land grants where the terms of the grant have not been complied with in good faith or the strict letter of the law. The committee say:

The immediate effect of the passage of this bill will be to remit back to the mass of the public lands, to be made a part of the domain of the United States and subject to speedy actual settlement, nearly, if not quite, 100,000,000, acres of the public lands granted by Congress to States and corporations to aid in the construction of certain railroad and telegraph lines, and which have not been earned by said States and corporations,

but which have been forfeited by their failure to perform the conditions of their respective grants. A large portion of these grants have been withdrawn and withheld from settlement for more than twenty years, thereby defrauding of their rights an army of home-seeking settlers and the public treasury of the millions which would have resulted from the development of the vast domain thus withheld from settlement and cultivation. It is clearly in the power of Congress to enact this bill into a law, and it is its bounden duty to put an immediate stop to speculation on the public faith by corporations, to confirm to settlers the titles to their hard earned homes, to raise the embargo of grasping monopolies, and bid the great army of emigration to go forward.

It seems to us that this report is worded in a manner indicating a feeling on the part of the committee rather hostile than friendly to the corporations and States for whose benefit the land grants were made. The addition of 100,000,000 acres to the public domain, already surveyed and easy of access for settlement, is a matter of some moment to the government. But the careful protection of all private interests and vested rights under the government is a matter of much greater importance.

When States or corporations have willfully or negligently failed to comply with the terms imposed by Congress in making the grant, it is both proper and right that the grant should be annulled and the lands returned to the public domain for immediate settlement. But, when due diligence has been made, and all done within the power of the grantee to comply in letter and spirit with the grant, it is not just or right to insist upon "the pound of flesh," Shylock like.

The matter of land grants to railroads in particular, cannot be discussed here at length by reason of limited space. But the subject is especially worthy of candid and full investigation for the reason that it is so generally misunderstood. With a great number of intelligent people to day land grant is synonymous with fraud; whereas, in fact, the country is millions richer for nearly every grant of land made for building railroads. Here is the whole matter in a nutshell: Without railroads vast bodies of the government lands were wholly worthless. With the roads built and running the government has sold for immediate settlement, and always at double price, a body of

land equal in extent to that granted to the railroad. Here then, is no loss but a great gain—immediate settlement. When the immediate settlement of other vast tracts adjacent to such railroads is added to the account, it will be readily seen that the government, which stands for the nation here, has really gained enormously by its land grants. Such being the fact the government should act cautiously in forfeiting grants unless there are good and sufficient reasons for doing so.

### Mineral Wool.

In answer to "Superintendent" the utilization of Mineral Wool for deadening walls and roofs, as described in the AMERICAN RAILROAD JOURNAL of May 25th, is not confined to frame-buildings only, but may be applied with equal advantage in brick, stone or iron structures—provided always that the filling or deadening is not required to possess supporting strength, like partition-walls built of solid masonry, or cement fillings between iron girders, etc.

Mineral Wool is not made into felt, but it is stuffed in in its loose fibrous condition—the same as raw-cotton, wool or hair.

The ordinary kind used for building purposes weighs only 28 pounds per cubic foot, which is less than the weight of dry yellow pine wood, 75 pounds less than bricks and over 100 pounds less per cubic foot than concrete in cement.

For lining iron buildings Mineral Wool seems to be especially adapted, as it prevents the frequent sweating of the iron, which is the condensation of moisture caused by a too rapid interchange of temperature through the walls. When a water-cooler which contains ice or cold water sweats on its outer surface, it is a sure sign that its walls are not thick enough or not made of the proper material to keep the cold in; and if it is filled with hot water the condensation of moisture will take place inside, as seen by raising the lid of such a vessel. Roofs and walls made of iron—which is one of the best conductors of heat—should therefore be properly lined with a slowly conducting or so called "non-conducting" substance, so as to prevent the loss of heat in winter and its radiation in summer.

For lining the walls and roofs of the stations on

elevated railroads, which are subjected to jar and vibration no more suitable material than Mineral Wool could be imagined.

Considering that the non-conducting capacity of building materials is nearly in the inverse ratio to their density and weight, or, in other words, that the capacity for excluding or retaining heat and cold is almost in proportion to their porosity and lightness, it would seem that there is some room for improvement in the present mode of constructing buildings, as regards their cooling and warming, and that this comparatively new material "Mineral Wool," is destined to contribute largely to our comfort and safety.

For covering steam-pipes, boilers, tanks, cold-water pipes, etc., Mineral Wool is already extensively used. It is best put on under wood-lagging, or by encasing pipes, etc., in wood, which can be done in a neat manner by any carpenter or cooper.

#### Important Decisions.

Two important cases were decided in the United States Court of Claims on the 11th inst. The Union Pacific Railroad Company brought suit in this court for the "half transportation money" withheld by the government, and the latter set up in offset a claim for five per cent of the net earnings of the road since its completion. The suit raised two questions: first, "When the road was completed," and second, "What constituted net earnings?" The decision is that the road was completed November 6, 1869, the time when the commission of eminent citizens made their report, and that the earnings are to be computed by deducting from the gross receipts the operating expenses only, and not interest, the floating or bonded debt, nor any other expenditures. Judgment is rendered against the company for \$774,089, against which the company holds a prior judgment for transportation earnings of about the same amount. The decision was by Chief Justice Drake, Justice Richardson and Justice Davis, who concurred with the two first named members of the court on all but a few incidental points of minor importance. The case goes to the United States Supreme Court on appeal.

The other noteworthy judgment rendered by the Court of Claims is in favor of the Pacific Mail Steamship Company and against the United States, for \$41,666 for the trip of the City of Peking from San Francisco to China and Japan and return in March, 1875. This decision affirms the validity of the ten-year contract of the company for carrying the mails, which was terminated by Congress after the Peking sailed in consequence of the disclosures of R. B. Irwin relative to the expenditures of money by the company to procure the subsidy.

Recent reports from the engineers in charge of the Baltimore and Delta Narrow Gauge Railway inform us that the work of locating the line is progressing satisfactorily. They have reached a point beyond Forest Hill, Harford county, on their way to Delta. The prospects now are that the cost of grading will fall below the estimates based upon the preliminary survey. The managers of the road are now fully satisfied that if they can get into shape to take advantage of the present depression in prices the entire cost

of their road and equipments, including engine-houses, turn-tables and station-houses at the more important points, will not exceed \$12,500 per mile in cash.

#### Concord Railroad.

The receipts from operations of this road for the years ending March 31, 1877 and 1878, have been as follows:

	1877.	1878.
From passengers.....	\$320,829 82	\$286,081 09
" freight .....	519,367 92	452,046 07
" rents .....	3,778 84	3,947 14
" express.....	13,550 04	13 550 04
" mails .....	14,001 66	15,547 24
	\$871,528 08	\$771,171 58
Expenses, viz:		
Repairs of road .....	\$108,758 49	\$83,455 58
" structures.....	41,356 95	14,368 85
" locomotives ..	16,447 02	15,979 49
" cars, etc .....	28,435 87	25,580 38
Oil and waste.....	10,929 88	8,136 11
Fuel .....	117,003 65	103,581 49
Passenger expense.....	58,171 56	52,621 45
Freight expense.....	68,577 52	59,996 43
Damages.....	3,650 93	1,918 00
General running exp...	14,894 15	15,772 19
Insurance and taxes ..	8,416 98	7,174 61
New rails .....	69,749 83	47,883 15
New locomotives .....	7,443 02	.....
Westinghouse Air Brake	11,853 71	454 85
All other expenses .....	11,077 19	13,800 07
	\$576,766 75	\$430,717 65

Leaving a balance of ..\$294,761 83 \$340,453 93

From which has been paid—

Taxes on capital stock....	\$33,316 48
Manchester and Lawrence Railroad.....	70,855 65
Rent of Concord & Portsmouth Railroad .....	25,000 00
Rent of Suncook Valley Railroad.....	8,094 00
On account N., A. & B. rolling stock .....	20,000 00
	157,266 13

Receipts over expenses.....\$188,187 80

From which is reserved and appropriated—

For new iron and steel rails.....	\$20,000 00
For new locomotives .....	12,500 00
	32,500 00

Leaving the sum of.....\$150,687 80

From this has been paid—

Two dividends of five per cent each.. 150,000 00

Balance carried to contingent fund.. \$687 80

As above stated, the sum of twenty thousand dollars has been paid and charged to income on account of rolling stock purchased of the Nashua, Acton and Boston Railroad.

The above statement of receipts and expenditures for the year, with the Treasurer's trial balance hereto annexed, show the present financial condition of the corporation.

#### STOCK ACCOUNT.

The value of the stock and materials on hand for use of the road and its branches is \$12,306 46 less than at the close of last year, but is still more than the average amount on hand during the past ten years. The decrease in the value of the stock is in the items of wood and coal, and the material in the repair shop, as will be seen by the annexed statement.

#### ROLLING STOCK.

No addition has been made to the locomotive power or rolling stock, during the past year, the amount on hand having been amply sufficient for the business of the road. Nine locomotives have

been overhauled and thoroughly repaired; and all other needed repairs, to locomotives, passenger, baggage and freight cars, have been made. One new first class passenger locomotive has been contracted for, to be finished and delivered early in the coming season. The schedule of the rolling stock used in the operation of the road and its branches remains the same as at the time of the last report, and is, generally, in a good and serviceable condition.

#### ROADBED, TRACK, ETC.

The previous good condition of the roadbed, track, and superstructure generally, has been fully maintained; but owing to the decrease in the receipts of the road, the ballasting of the Concord and Portsmouth road with gravel, as referred to in the last report, has not been continued this year.

Four hundred and fifty-six tons of new iron rails, and five hundred and one tons of new steel rails (the same amount as last year,) have been purchased and laid in the track; and nine hundred and sixty-three tons of iron rails have been taken up, repaired and relaid, during the year. Sixty-two thousand three hundred and eight new sleepers have been placed in the track, and large repairs have been made on the bridges at Goff's Falls and Hooksett, and on the pile bridges on the Suncook Valley road. The ordinary and necessary repairs have also been made to other bridges, and to the culverts, fences, etc., upon the road.

#### DEPOTS AND OTHER BUILDINGS.

The depots and other buildings of the corporation have been kept well repaired, and all renewals and improvements which were immediately necessary have been made. In several previous reports, mention has been made of the need of new and more suitable passenger station buildings at Nashua and at Concord, and the directors are not unmindful of the fact that such improvements are desirable for the accommodation of the public, and the more convenient transaction of business at those stations; but, in consequence of the long continued depression of business, and the large falling off in the gross receipts of the corporation—the exercise of the most strict economy in the management of all departments of the road has been necessary, and it has been thought advisable to postpone the construction of those depots until a revival of business and increased income would warrant the necessary expenditure.

#### THE NASHUA, ACTON AND BOSTON ROAD

is, as contemplated by the lease, operated by this company, and the lease has proved to be advantageous. It has prevented interference with the rates, which are already low, and which, if materially reduced, would greatly affect our profits. We have reason to believe that arrangements were in contemplation which would have seriously affected the interests connected with this company, if the lease had not been made.

Notwithstanding the large reduction in freight rates, as adopted in the recent tariff, and the increased payments to connecting roads below—referred to in the last report—the directors are gratified in being able to state that, owing to the reduced cost of materials and the large decrease made in the operating expenses, the net earnings of the road, during the year, have been enough to warrant the payment of the usual dividends,—and they are hopeful that the future business of the road will be sufficient to enable the company to maintain the present excellent condition of its property, and secure reasonable returns to its stockholders.

The equipment of the road consists of: 38 locomotives, 44 passenger cars, 16 baggage and mail cars, 4 milk cars, 215 long box cars, 4 short box cars, 10 freight saloons, 473 long platform cars, 59 short platform cars, 157 large dump coal cars, 28 small dump gravel cars and 1 construction train car.

The total tonnage of the road for the year has been 673,740, equal to 21,634,669 tons transported one mile. Total number of passengers carried,



509,208; total carried one mile, 10,856,140. Number of miles run by trains, 617,354. Value of materials on hand at the close of the year, \$184,956 74, against \$197,263 20 at the close of the previous year—a decrease of \$13,306 47.

**BALANCE SHEET, March 31, 1878.**

Construction .....	\$1,500,000 00
Rindge's Wharf, Portsmouth .....	51,507 72
Manchester and North Wears Railroad .....	11,534 19
Mt. Washington Railroad .....	173 61
Suncook Valley Railroad .....	126,965 10
Notes receivable .....	70,483 57
Cash on hand .....	86,091 05
	<b>\$1,846,755 24</b>
Capital stock .....	\$1,500,000 00
Det. and contingent account .....	129,120 66
Notes payable .....	93,936 22
Interest account .....	46,747 36
Income for dividend, May 1, 1878 ..	75,000 00
Concord Railroad dividend unpaid ..	2,424 00
Concord and Portsmouth Railroad dividend unpaid .....	371 00
Suncook Valley Railroad, dividend unpaid .....	156 00
	<b>\$1,846,755 24</b>

President.—ONSLow STEARNS.

Directors.—Onslow Stearns, John A. Burnham, Frederick Smyth, J. W. Johnson, Joseph P. Pittman, S. N. Bell, J. Thomas Vose.

Treasurer.—NATHAN PARKER.

Superintendent.—H. E. CHAMBERLIN.

**Charlottesville and Rivanna Railroad.**

A preliminary meeting of the Charlottesville and Rivanna Railroad Company was held in Alexandria, Va., on the 6th inst., at which a temporary organization was effected, although it is understood that the company will not be fully organized until the right of way is obtained and the route of the new road settled. This company, according to a correspondent of the Baltimore Sun, from which the above was obtained, have in contemplation the construction of a railroad from Orange Court House, Va., to Charlottesville, which will shorten the route of the Virginia Midland Railroad many miles, and will also, by its connection with the narrow gauge railroad running from Orange C. H. to Fredericksburg, give a new line of all rail between the Chesapeake and Ohio Railroad at Charlottesville and the Richmond, Fredericksburg and Potomac Railroad at Fredericksburg, connecting also via that road with the Potomac river. It is understood that the right of way on the proposed road will be donated by the land owners without resort to condemnation. It is understood also that the Virginia Midland management will use the new line from Orange Court House to Charlottesville, instead of the Chesapeake and Ohio Railroad from Gordonsville to Charlottesville, as the connecting link between the old "Orange and Alexandria" section, which runs from Alexandria to Gordonsville, and the "Lynchburg extension" section, which runs from Charlottesville to Lynchburg. Indeed, it is understood that the new route will be substantially a portion of the Virginia Midland line, the trains turning off at Orange Court House, instead of at Gordonsville, as now. Judge Keith, whose receiver, Hon. John S. Barbour, manages the Midland road, made an order in the Alexandria City Circuit Court, authorizing the Midland receiver to lease the proposed Charlottesville and Rivanna Railroad upon such terms as will secure the proper rights of all

parties. It is expected that the new road will be in running order before the close of the year.

**Portland, Saco and Portsmouth Railroad.**

The report of the Portland, Saco and Portsmouth Railroad Company for the year 1877 shows the affairs of the corporation to be in much better condition than at any time for several years previous. The supplemental agreement with the Eastern Railroad Company, made May 21, 1877, which explains the contract of March 4, 1871, went into effect a year since. By this agreement the affairs of the company are placed on a more satisfactory basis. The indebtedness consisting of notes of \$250,000 indorsed by the Eastern Railroad Company, has been provided for by that company, relieving this company from all concern about liability, which may now be regarded as the debt of the Eastern Railroad Company, and which is provided for and will be paid within three years. This will render the Portland, Saco and Portsmouth Railroad Company free from all debt. The semi-annual dividends of 8 per cent have been promptly paid. The suit of the Boston and Maine Railroad Co. against the Portland, Saco and Portsmouth Railroad Co. for betterments upon the road, and the suit of the Portland, Saco and Portsmouth Railroad Co. against the Boston and Maine Railroad Co. for unadjusted freight balances, have been settled. All questions affecting the financial condition of the road have been definitely disposed of and the property relieved from all suits of every nature. The road property is in better condition than last year. About 117 miles of steel rails have been laid and 3000 new ties put down. All renewals are with steel rails, and ere long the entire main track will be of steel. About ten miles of new fence have been built during the year. The settled condition of the affairs of the road with the Eastern Railroad Company gives promise that the existing contract will be a permanent one.

**Massachusetts Central Railroad.**

At a special meeting of the stockholders of the Massachusetts Central Railroad Company, held in Boston on the 5th inst., the President, Silas Seymour, in the chair, it was voted that, whereas, the road had cost up to the present time a sum greatly in excess of its market value, in order to cover the loss so far as practicable and place the company in a position to complete the road within two years, the holders of capital stock shall transfer the same to a trustee till the expiration of the two years, when if the road is completed for trains its entire length, three-fourths in amount of said stock shall be subject to the order of the directors of the road upon the trustee, who shall by such order deliver the remaining one-fourth of said stock to the present holders, the right to vote upon the whole of the stock shall remain with the present owners during the continuance of said trust.

Resolved, That the above arrangement is approved by the stockholders, and that they will execute any or all transfers that may be necessary to complete the same whenever called upon to do so.

It was also voted that, as it was important that prompt action should be taken, the President and Messrs. Brigham and Cotting be a committee to bring the matter to the immediate notice of the stockholders and to such persons in the towns along the road that town meetings may be held

for the proper action of the towns holding stock. The meeting adjourned *sic* die.

**A New Western Pool.**

The Union Pacific has now joined hands with the Kansas Pacific and Central Colorado Railroads, and the Omaha Bridge Company: an arrangement having been concluded to pool the entire gross earnings of the roads. It is understood that a division will be made upon the following basis: The Union Pacific to receive 71 per cent, the Kansas Pacific 19 per cent, the Colorado Central 6 per cent, and the Omaha Bridge Company 4 per cent. The management of the Union Pacific to have superior authority over the heads of departments in the other roads. It virtually places all the roads under one management so far as their operation is concerned. The Kansas Pacific being now in the hands of a Receiver, Mr. Carlos S. Greeley, will still nominally remain so. The quarrel of long standing between the Union Pacific and the St. Louis lines is now ended and St. Louis seems to be well satisfied with the settlement.

The Gould-Dillon management of the Union Pacific have no doubt acted shrewdly in making this combination with the Southern roads. It is suggested by the bear interest that the heavy indebtedness of the Kansas Pacific was a burden that wise men would shun. That may be so. But the prospects of the Kansas Pacific have improved lately and bid fair to continue in that direction. The road was built out into the wilderness without any possibility of immediate profit upon the investment. Since its completion to Denver the country adjacent and tributary to the road has settled up rapidly. Railroad lands are not sold generally to speculators but to settlers; the comparative high cost of railroad lands to government lands, an average of four to one, being the cause.

The Kansas Pacific is rapidly selling its lands as the following will show: The sales for the first four months of 1877 were in acres, 31 724; in amount \$103,220. Sales for the same period in 1878 were 127,271 acres; for which was received \$431,448. An increase in sales of 95,547 acres and \$328,228 in value.

This shows plainly that the large crops of the past two years 1876-77 have stimulated emigration wonderfully. The small farmers and "renters" of Ohio, Indiana, and more especially Illinois, have earned money enough to buy cheap farms. They are buying freely of railroad lands as the reports of sales for the present year will show.

H. J. Jewett, as President of the New York, Lake Erie and Western Railroad Company, has issued his executive order No. 1, in which he announces that the present officers, agents and employes of the Receiver of the Erie Railway will continue to discharge the duties of their respective positions for the new company until otherwise ordered. The work of laying a third rail from Waverly to Jersey City—a distance of 356 miles—is going on, and the company expects to have it completed in two months.

Mr. Richard D. Fisher has been elected a director of the George's Creek Coal Co., vice Mr. Jas. I. Fisher deceased.

**Baltimore and Ohio Railroad.**

A general meeting of the stockholders of the Baltimore and Ohio Railroad Company was held in Baltimore on the 10th inst. for the purpose of voting upon the proposition to accept the act and each of the provisions thereof of the General Assembly of Maryland of the January session, 1878, chapter 155, being an act to settle the pending controversies between the Baltimore and Ohio Railroad Company and the State of Maryland, and for the purpose of authorizing the Baltimore and Ohio Railroad Company to enter into an agreement with the Chesapeake and Ohio Canal Company and the State of Maryland in relation to the rates for tolls and transportation as provided by the fifth section of said act.

Hon. J. Carroll Walsh was called to the chair, and Mr. Wm. H. Hays appointed secretary.

Mr. D. P. Hoffman offered a series of resolutions, which substantially recapitulated the act of Assembly, which was printed for the use of the stockholders. The chairman, in presenting the resolutions, read a letter from Attorney General Gwinn, approving the same. Messrs. W. F. Burns, Wm. J. Albert and Francis White were appointed tellers.

The vote of the city of Baltimore was cast by the directors on its part, and that of the State of Maryland by the directors of the State, for the acceptance of the law. A large number of individual stockholders also voted affirmatively. The vote was unusually heavy, namely, 112,949 shares, and was unanimously in favor of the adoption of the resolutions.

**Manchester and Lawrence Railroad.**

To the Stockholders of the Manchester and Lawrence Railroad:

The board of directors of the Manchester and Lawrence Railroad herewith submit to the stockholders their twelfth annual report of the condition and affairs of the corporation for the year ending March 31, 1878.

No important changes have occurred in these during the past year, and the condition of the property of the stockholders is substantially the same as at the date of our last report.

**FINANCES.**

The trial balance of the treasurer and the report of the auditors appointed to examine his accounts show the following to be the financial condition of the corporation at the close of this year:

**LIABILITIES.**

Capital stock .....	\$1,000,000 00
Notes payable .....	28,998 23
Dividends unpaid .....	5,428 50
Income and expense .....	89,621 81

Total.....\$1,124,048 54

**ASSETS.**

The following statement shows the property of the corporation as it appears upon the books of the treasurer:

Construction .....	\$1,000,000 00
Telegraph line .....	4,770 85
Hooksett branch .....	18,000 00
New car account, Vermont Central.	17,353 60
Concord, Manchester and Lawrence Railroad .....	32,000 00
Cash .....	51,924 59
Mt. Washington Railroad scrip. ....	00,000 00
Suncook Valley Railroad .....	00,000 00
North Weare Railroad .....	00,000 00

Total.....\$1,124,048 54

As our financial interests in the three last items are not yet definitely determined, we prefer to represent them by ciphers, as they stood in our last report, not wishing our stockholders to lose sight of them, because, from them originate many

of the points which have so long been in controversy between ourselves and the Concord Railroad directors. These matters have, to a large extent, been recently verbally agreed upon, but as yet not gone so far as to change any securities in the hands of our treasurer or to authorize the directors to make any change in the statements of our liabilities and assets. This must still await the adjustment of items in each of the several accounts, about which questions have arisen that can be very easily settled by slight mutual concessions, fully justified by a desire to agree, which, we believe, governs both parties. But now, so far as this report is concerned, they are left in the same situation as they appeared in our last annual report; but we believe, that but little remains to be concluded in order to leave this road in entire harmony with the directors of the Concord road as to all their past transactions, as well as with a fair hope of a long future of amicable business connections, in which, we believe, lies our best hope of future success for both corporations. Should we place figures to represent the assets left in ciphers, whatever it increased the total amount we should be disposed to add to our income and expense account, after the adjustment of some other items in the account.

**RECEIPTS AND EXPENDITURES.**

The following statement from the books of the corporation exhibits the earnings and expenses on the line of the road on account of the connecting roads, together with the sums paid us by the Concord road on account of the use made of our joint property and from other sources in which this road has an interest in common with that corporation:

Receipts:	
From passengers .....	\$56,115 78
Freight .....	34,417 77
Rents .....	173 00
Express .....	6,568 59
Mails .....	3,646 81
Concord Railroad, on account, for six months, ending September 30, 1877	35,178 53
Concord Railroad, on account, for six months, ending March 31, 1878....	35,677 12
	\$171,777 05
Expenses:	
Road repairs .....	\$15,232 00
Wood .....	13,301 60
Advertising .....	85 47
Depot repairs .....	6 50
Damages .....	161 50
Freight expenses .....	5,699 29
Incidentals .....	65 30
Insurances and taxes .....	20,329 45
Passenger expense .....	3,531 48
Rent of Methuen branch .....	11,000 00
Water-fixtures .....	50 00
General running expense .....	1,795 93
	71,318 52

Making the net earnings for the year. \$100,458 53  
From which two dividends have been paid of five per cent each..... 100,000 00

Leaving a balance of net earnings of. \$458 53

Which has been added to our account of income and expense.

The general depression of business throughout the country has continued, with but few, if any, signs of relief, and is even more marked and more generally felt on the line of our own road than it was during our last year; and its effect upon our receipts is greater. All that we can do to counteract it is to run our road as economically as is in our power and with the least possible expenditure of materials and labor that a due regard to the safety and proper accommodation of the public, such as they have a right to claim at our hands, will allow. We can only hope that the foregoing exhibit will be found plain and satisfactory, and that the future may not be any less prosperous than we have found the past.

**TONNAGE AND PASSENGER STATISTICS.**

The statistics of the freight and passenger business of the Manchester and Lawrence Railroad for the year ending March 31, 1878, were as follows:

The number of tons of merchandise transported were:

Number of tons upward.....15,841.782  
Number of tons downward.....83,175 010

Total.....48,515.792

Equivalent to 777,239 tons one mile, a decrease from the last year of 17,628,507 tons, equal to 413,980 tons one mile, which loss was principally from the upper roads.

The whole number of passengers carried during the year was as follows:

	No. of Passengers.	Carried one mile.
Local .....	60,785	852,837
To Boston and Maine R. R. ....	15,644	174,863
From Boston and Maine Railroad .....	11,428	178,643
From Eastern Railroad .....	401	10,426
To Eastern Railroad .....	449	11,674
To and from upper roads. ....	27,157	678,953
From Nashua and Rochester Railroad .....	8	97

Total.....115,872 1,907,494

A decrease from last year of 4,829 passengers, but an increase of mileage in their transportation of 286,892 miles.

The number of miles run by trains has been:

By passenger trains.....47,210  
By freight trains.....17,717

Total.....64,927

A decrease from last year of 4,543 miles.

**CONDITION OF THE ROAD.**

The roadbed, fences and buildings are all in very good condition. Three hundred and twenty seven tons of new rails and one hundred and twenty tons of welded rails have been laid, and eleven thousand three hundred and seventy-three sleepers have been replaced. The improvement of the depot lands and buildings in Manchester has continued. They are the joint property of the Manchester and Lawrence and the Concord roads, and the improvements are made at the joint expense.

**CONNECTING ROADS.**

On this point we can only recapitulate in substance what we said in our last annual report. Our relations with connecting roads remain substantially the same as they did at that time. Our general relations are entirely of a friendly character; and our business connections with the Concord road, except in the settlement of our semi annual accounts, have been harmoniously conducted, on substantially the same basis as during the last six or eight years past. We alluded, in our last annual report, to our complaints arising from the court having placed the joint property of the Concord and the Manchester and Lawrence roads in the hands of receivers, and then returning it to the directors of the Concord road, who have since, so far as their annual reports are concerned, reported it as their property, without allusion to any interest which the Manchester and Lawrence roads have in it. In their thirty seventh annual report, just issued, they report a large amount of rolling stock and a large number of locomotives, as well as a large amount of shop stock and materials for road repairs, in which is included all of the property which we possess of that kind, and which we claim is, at least, two-fifths of the whole; but we have already alluded to our attempts to settle these matters now in controversy with them, and stated our grounds for the hope of a proper settlement in the near future. We can only say that our claims continue substantially as stated in our last report, and cannot be much longer denied, but must be settled, both for the public interest and for that of both corporations, so as to leave



us in full harmonious relations. So far, this state of affairs has not resulted in any serious detriment to the interests of the Manchester and Lawrence Railroad. It is rather a consequence of the law of the state which prohibited this road from making any contract with either of the roads with which it connects at its termini, and it is serious only so far as it threatens the continued amicable connections of the roads. But the board remains still of the opinion that the convenience of the public and the harmony of its operations with connecting roads would be promoted, and, in the end, the interests of the corporation be advanced, by obtaining from the legislature the authority to contract for a limited period, say from one to five years, with some one or more of the connecting roads, for the transaction of such of its through business, from points beyond its own line, as may seem to be for the best advantage.

Respectfully submitted.

E. A. STRAW,  
EDWARD A. ABBOT,  
B. F. MARTIN,  
NATHAN PARKER,  
JOSEPH W. SMITH,  
ARETAS BLOOD,  
Directors.

#### Chicago and Northwestern Railway.

At the annual meeting of the stockholders of the Chicago and Northwestern Railway company, held in Chicago on the 6th inst., six vacancies in the Board of Directors were filled—three by the re-election of Jay Gould, William L. Scott and J. S. Tenhave, and three by the election of D. P. Morgan, Frank Work and C. J. Osborn, in place of Harvey Kennedy, S. M. Mills and John Bloodgood respectively. Directors J. H. Howe and H. H. Porter resigned, and their places were filled by David Jones, who will serve two years, and by Perry H. Smith, one year.

The directors, at a subsequent meeting, elected the following officers: President, Albert Keep, Vice President, Secretary and Treasurer, M. L. Sykes, Jr., Assistant Secretary and Assistant Treasurer, S. O. Howe. Executive Committee: David Dows, William L. Scott, Albert Keep, A. S. Dulman, Jay Gould, D. P. Morgan, Frank Work. The first four were re-elected. The compromise, of which the above election is the result, virtually leaves the road in pretty nearly the same hands as last year.

It is stated that perfect harmony characterized the proceedings. Nearly every large stockholder was present, and 311,008 out of the 416,478 shares of stock were voted.

The directors of the New York Central and Hudson River Railroad Company, elected on the 5th inst., are: William H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Frederick W. Vanderbilt, Augustus Schell, Samuel F. Barger, Joseph Harker, Chancery M. Depew, John E. Burrill, James H. Rutter, all of New York city; Chester W. Chapin, Springfield, Mass.; George J. Whitney, Rochester; James M. Marvin, Saratoga Springs, N. Y. For Inspectors of Election—Sdney T. Fairchild, Cazenovia, N. Y.; Henry Roseboom, Rochester, N. Y.; Francis S. Prayn, Albany, N. Y.

The directors of the Columbus, Chicago and Indiana Central Railroad Company, elected on the 5th inst., are: Adrian Iselin, F. R. Fowler, Henry Morgan, John Bloodgood, J. W. Kirk, Alex. Taylor, jr., and John B. Thompson, of New York; S. T. Thomas, of Philadelphia; J. N. Corverse, John S. Newman and Omar Newman, of

Indiana; B. E. Smith, John Gardiner, William Jamison and Ralph O. Smith, of Ohio.

#### Detroit and Milwaukee Railway.

The Detroit Post and Tribune says that the argument in the foreclosure case of the Detroit and Milwaukee Railway was concluded in the Wayne County Court on the 3d inst., and adds—

The point sought to be made by the opponents of the Great Western scheme was on behalf of certain holders of first mortgage bonds who thought they ought to have more than the 70 per cent, which that scheme gives them. They, therefore, asked that the court construe their mortgage as covering all the real and personal property acquired by the company subsequent to the date of that mortgage, and that the whole be sold together and their claims satisfied in full before other bondholders got any share. In opposition to this are a large majority of the first mortgage bondholders and all the subsequent bondholders. The court gave no intimation what its decision would be.

#### Chicago, Burlington and Quincy Railroad.

The gross earnings, expenses and net earnings of this road for the month of April, 1877 and 1878, were as follows:

	1877.	1878.
Gross earnings.....	\$960,198 24	\$1,118,736 06
Expenses.....	545,232 72	670,080 33

Net earnings.... \$414,965 52 \$448,655 73  
—showing an increase in earnings of \$158,537 82, with an increase in expenses of \$124,847 61, making the increase in net earnings \$33,690 21.

A comparative statement of the earnings, expenses and net earnings for the four months from January 1, to April 30, shows the following result:

	1877.	1878.
Gross earnings.....	\$3,596,866 71	\$4,246,184 52
Expenses.....	2,172,180 89	2,482,564 19

Net earnings.... \$1,424,785 82 \$1,762,620 33  
—showing an increase in earnings of \$648,317 81, with an increase in expenses of \$310,433 30, making the increase in net earnings \$337,884 51.

At the annual meeting of the Wisconsin Central Railway Company, held in Milwaukee on the 30th ult., Samuel Gould of Boston, Hon. H. L. Palmer of Milwaukee and Matthew Wadleigh of Stevens Point, whose terms of office had expired, were re-elected directors. Subsequently at a meeting of the Board Chas. L. Colby was elected President and Treasurer, and E. H. Abbott Vice President and Secretary.

The earnings of the Central Pacific Railroad Company for the month of May, 1878, were \$1,574,000, against \$1,554,652 for the month of May, 1877, and \$1,757,414 for the month of May, 1876. For the first five months of 1878, the earnings were \$6,407,410, against \$6,354,472 for the first five months of 1877, and \$6,380,674 for the first five months of 1876.

Mr. C. B. Wright, President of the Northern Pacific Railroad Company, has authorized a survey of the railroad from the line of its road near the Red River of the North to the Canadian line, a distance of 150 miles, for the purpose of opening connections with the Canada Pacific Railway, now being constructed, to the boundary line.

The directors of the Lehigh and Wilkes-Barre Coal Co. elected on the 10th inst. are: F. S. Lathrop, J. S. Barnes, G. G. Haven, F. A. Potts,

Jacob Vanatta, John Kane and Charles Parrish. With two exceptions these are all new names.

#### Cheap Fuel against a Dull Iron Market.

The fall in price of all grades of iron was such that the mills and furnaces from full time fell to three-quarters time, then half time, and finally stopped. To run was ruin, to stop was heavy loss. They chose the latter. But within the past twelve months the cost of fuel in the South and West has been greatly cheapened. So great has been the cheapening in the cost of coal and coke that some manufacturers consider it an offset to the fall in iron, and have put mills in motion and furnaces in blast again. But it is proper to state that this favorable condition of things does not apply to manufacturers in the Eastern and Middle States. While fuel has declined a shade to help the last named manufacturers, the difference is not sufficient to affect the cost of making iron so as to let them run either mills or furnaces with much confidence.

In the South, especially in the Chattanooga district, coal of excellent quality is now obtained at \$1 50 to \$1 75 per ton, against \$2 75 to \$3 00 per ton formerly. Furnaces and mills located very near coal banks are being supplied at even less prices than those quoted. In Illinois even less prices still for fuel are expected. Coal will be delivered for consumption at a cost not exceeding \$1 00 per ton.

If the manufacturers in the West and South have any complaint now to make it will be of a dull market alone. Both labor and fuel are as cheap as they can be expected to go. It is safe to predict that the iron interest has seen its greatest depression. While there may not be any marked general improvement, the feeling is more hopeful and encouraging.

Mr. Edward Appleton, C. E., has contributed to the Boston Society of Civil Engineers a paper embodying some curious calculations as to the number of horses that would be required to do the work now performed by the locomotives employed on the railways of Massachusetts. After making the most careful computations he concludes that it would require 1,500,000 horses to do work upon the common highways of the State equivalent to that which has been done the past year upon the railroads of the State.

Articles have been filed with the Secretary of State of Ohio of the Alliance and Lake Erie Railroad Company, to run from Fairport Harbor, through the counties of Stark, Mahoning, Portage, Trumbull, Geauga and Lake; capital stock, \$450,000.

The Pottsville Chronicle states that a new railroad, sixteen miles long, to connect with the Central Railroad of New Jersey at Tamaqua, is projected by New York capitalists who are the owners of valuable coal lands lying east of Port Carbon.

King Kalakaua has recommended to the Hawaiian Legislature that they take into consideration the subject of the construction of narrow gauge railroads on the larger islands of the group.

Wm. A. Russell has been elected President, and R. Stewart General Manager of the Cheshire Railroad Company.



## CITY PASSENGER RAILROAD SHARE AND BOND LIST

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of track equivalent single miles.	Horses and Drivers.	Curr.	CORPORATE TITLES.	Cost of Road and Equipments.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.	Per Cent.	Per Cent.	Par.	Paid.	Market.
Sept. 30, '77	11.60	152	33	Albany.....N.Y.	224,448	200,000	75,500		114,219	21,308	8	100	100		
Sept. 30, '77	29.13	492	94	Atlantic Avenue (Bklyn.)...N.Y.	1,281,890	680,300	472,000		286,837	90,435	12	100	100		
Dec. 31, '77	9.81	704	106	Baltimore City (Balt.).....Md.	1,000,000	1,000,000									
Sept. 30, '77	22.9	351	37	Bloock. st. & F.F. (N.Y.C.)...N.Y.	1,818,212	900,000	997,000	131,219	291,065	61,519	7	100	100		
Sept. 30, '77	5.82	101	31	Boston and Chelsea.....Mass.	110,000	110,000			5,800	7,823		100	100		
Sept. 30, '77	12.71	311	67	Broadway (Brooklyn).....N.Y.	484,699	200,000	200,000	33,308	204,765	53,932	12	100	100		
Sept. 30, '77	16.98	101	31	B'way & 7th Av. (N.Y.C.)...N.Y.	3,991,251	2,100,000	1,500,000	250,122	990,569	346,497	94	100	100		
Sept. 30, '77	9.77	81	31	Brooklyn, Bath & Coney I.N.Y.	290,341		80,000	210,341	58,338	17,251		100	100		
Sept. 30, '77	91.17	2011	441	Brooklyn City.....N.Y.	2,490,178	2,000,000	800,000	60,000	1,465,317	328,821	14	10	10		
Sept. 30, '77	22.50	233	67	Brooklyn City & Newtown.N.Y.	597,517	600,000	400,000	107,501	188,622	62,291		100	100		
Sept. 30, '77	19.94	217	61	Brooklyn Cross-Town.....N.Y.	728,911	395,400	300,000	7,219	173,791	51,712		100	100		
Sept. 30, '77	19.31	129	61	Buffalo East Side.....N.Y.	441,718	230,000	230,000	102,922	74,147	22,710		100	100		
Sept. 30, '77	17.14	271	63	Buffalo street (Brooklyn)....N.Y.	699,412	100,000	600,000	63,110	194,544	55,290		100	100		
Sept. 30, '77	14.79	322	64	Bushwick (Brooklyn).....N.Y.	602,436	309,000	300,000	937	193,261	36,171		100	100		
Sept. 30, '77	53.08	30	30	Cambridge (Boston).....Mass.	875,000	875,000	150,000		81,750	81,750		100	100		
Sept. 30, '77	4.98	142	137	Central Cross-Town N.Y. City.	840,000	800,000	240,000	17,209	100,381	26,101		100	100		
Sept. 30, '77	2.98	120	137	Cent. P. N. & E.R. (N.Y.C.)...N.Y.	2,036,942	1,683,000	1,300,000		742,929	139,210	24	100	100		
Sept. 30, '77	6.59	87	29	Christopher & Tenth st. N.Y.C.	650,000	650,000			94,912	11,013		100	100		
Oct. 31, '77	9.50	400	40	Citizens' (Phila.).....Pa.	293,219	192,750			404,466	173,944	48	50	191		
Oct. 31, '77				Citizens' (Pittsburg).....Pa.	176,732	184,000	37,800	4,000	168,271	62,284	25	50	184		
Sept. 30, '77	15.80	283	30	Coney Island & Brooklyn.N.Y.	791,205	500,000	307,000	36,501	182,598	31,318		100	100		
Sept. 30, '77	11.26	792	126	Dry Dock, E.B. & B. (N.Y.C.)...N.Y.	1,215,026	1,200,000	915,500		696,892	174,583	7	100	100		
Sept. 30, '77	10.33	1217	121	Elizbeth Avenue (N.Y City) N.Y.	1,898,702	1,060,000	203,000	96,250	767,479	188,788	12	100	100		
Dec. 31, '77	7.22	92	22	Elizabeth and Newark.....N. J.	261,311	232,725		58,355	39,751	9,429		100	100		
Oct. 31, '77	5.10	104	20	Federal St. & Pl. Val. (Phg.)...Pa.	138,180	100,000	75,000		50,190	15,743	4	25	25		
Sept. 30, '77	10.26	457	56	42d st. & Gr'd st. F. (N.Y.C.)...N.Y.	1,054,679	748,000	236,000	61,439	317,455	85,745	10	100	100		
Oct. 31, '77	2.85	572	76	Frankford & Southwark (Ph.)...Pa.	963,857	600,000	202,500		548,938	167,027	9	50	50		
Oct. 31, '77	44.00	851	120	German town (Phila.).....Pa.	949,064	572,869	75,000	100,000	633,493	227,866	23	50	19	50	
Sept. 30, '77	12.00	177	58	Gr'd st. & Newtown (Bk'n) N.Y.	591,216	170,000	150,000		93,716	18,972		100	100		
Sept. 30, '77	8.60	182	58	Gr'd St. Prosp. Pk. & Flatb. N.Y.	473,211	200,000	200,000	102,016	81,319	9,311		100	100		
Oct. 31, '77	7.26	273	42	Green and Coates st. (Phila.)...Pa.	244,441	150,000	100,000		206,298	41,039	23	50	15	40	
Sept. 30, '77	12.51	137	24	Harlem Br. Mor. & F'dham N.Y.	291,305	299,100	146,000		87,109	13,501		100	100		
Sept. 30, '77	11.88	337	48	Hous. W. st. & P'vonia Fy. N.Y.	300,000	238,750	478,000		206,391	36,111		50	15	71	
Oct. 31, '77	22.00	746	92	Heet, Mart. & F'mount (Ph.)...Pa.	555,464	299,381	300,000	161,127	574,311	77,765		7	100	100	
Sept. 30, '77	10.33	614	56	Highland (Boston).....Mass.	450,975	350,000	200,000	135,984	247,380	28,670		7	100	100	
Sept. 30, '77	10.75	62	21	Jamaica, Woodh' & Bklyn N.Y.	100,000	100,000			20,307	1,722		4	25	15	
Oct. 31, '77	8.89	100	40	Lombard and South st. (Ph.)...Pa.	270,594	125,000	62,500		101,264	20,007		4	25	15	
Sept. 30, '77	8.00	48	12	Long Island City Shore.....N.Y.	175,812	75,000	150,000	16,201	30,167	7,205		100	100		
Sept. 30, '77	5.09	55	28	Lowell Street.....Mass.	103,211	93,100		16,344	28,891	3,808		100	100		
Sept. 30, '77	10.25	213	62	Lynn and Boston.....Mass.	260,135	200,000	60,000	13,317	139,988	15,675		7	100	100	
Sept. 30, '77	2.03	18	8	Lynn City.....Mass.	32,113	18,000		10,298	14,082	8,151		7	100	100	
Sept. 30, '77	8.83	80	17	Malden and Melrose.....Mass.	180,600	165,500	15,000		3,500	3,500		100	100		
Sept. 30, '77	6.14	80	17	Merrimac Valley Street.....Mass.	84,312	50,000			32,924	3,264		100	100		
Sept. 30, '77	25.72	1842	321	Metropolitan (Boston).....Mass.	2,927,541	1,500,000	936,442	251,860	1,190,079	249,277	8	100	100		
Sept. 30, '77	11.00	437	67	Middlesex (Boston).....Mass.	708,561	400,000	443,500	114,945	253,820	68,529	6	100	100		
Sept. 30, '77	1.29	64	41	Naumkeag.....Mass.	45,622	70,000	85,900	42,531	50,938	15,943		100	100		
Dec. 31, '77	6.00	41	8	Newark and Bloomfield. N. J. r.	239,172	191,350	59,000	25,200	67,981	13,929		100	100		
Sept. 30, '77	4.35	54	11	New Bedford & Fairhaven. Mass.	86,781	34,000		24,480	23,010	2,196		100	100		
Sept. 30, '77	7.50	120	20	New Wmsburg & Flatbush. N.Y.	342,107	300,000		47,108	71,302	6,911		100	100		
Sept. 30, '77	12.62	200	120	N. Y. & Harlem (Cl. y L.) N.Y.	999,422	797,320	207,000	22,460	813,729	301,722	3	100	100		
Sept. 30, '77	6.00	200	20	Ninth Avenue (N. Y. City) N.Y.	999,422	797,320	207,000	22,460	813,729	301,722		100	100		
Sept. 30, '77	12.26	126	81	North 2d St. & Middle Vil. N.Y.	2,118	142,600	125,000	49,217	67,222	3,987		100	100		
Dec. 31, '77	13.26	266	46	Orange and Newark.....N.J.	1,036,973	291,800	700,000	187,000	205,715	39,008		2	100	100	
Oct. 31, '77	9.67	46	9	People's (Pottsville).....Pa.	188,728	150,000	10,000		31,185	6,388		2	100	100	
Oct. 31, '77	6.00	136	22	People's (Phila.).....Pa.	200,320	5,000	99,000	10,000	106,272	47,378		25	8		
Oct. 31, '77	22.16	1036	120	Philadelphia City (C. & W.)...Pa.	948,461	475,000	300,000		793,160	144,159	24	50	231		
Oct. 31, '77	6.12	120	16	Phila. and Darby (leaded)....Pa.	300,000	200,000	100,000		17,000	17,000		2	20		
Oct. 31, '77	12.88	187	30	Philadelphia & Gray's Ferry. Pa.	335,150	298,750	34,000		152,807	42,367		6	50	25	
Oct. 31, '77	9.75	138	40	Pbg. Allegheny & Manchest. Pa.	391,493	300,000	100,000	800,000	154,777	43,458		8	5	50	
Oct. 31, '77	10.60	109	20	Pittsburg and Birmingham. Pa.	200,341	150,000	40,000	1,000	71,935	9,492		01	50	37	
Oct. 31, '77	10.60	131	28	Pbg. Oakland & E. Liberty. Pa.	216,869	150,000	45,000	34,105	81,552	14,159		50	50		
Sept. 30, '77	7.25	79	21	Portland.....Me.	210,319	200,000		10,319	67,318	11,609		4	100	100	
Sept. 30, '77	5.00	36	9	Poughkeepsie City.....N.Y.	140,712	76,705	62,000	18,701	17,002	1,181		100	100		
Sept. 30, '77	16.75	210	50	Prospect Park & Coney I.N.Y.	1,083,219	500,000	500,000	31,719	251,019	71,308		10	50	28	
Oct. 31, '77	30.00	800	64	Ridge Avenue (Ph.).....Pa.	436,677	420,000	58,430		281,032	81,923	16	50	28		
Sept. 30, '77	12.00	200	50	Rochester City & Brighton. N.Y.	281,320	105,000	138,000	8,716	114,208	39,102		100	100		
Sept. 30, '77	22.00	1203	167	Second Avenue (N. Y. City) N.Y.	2,812,289	1,195,500	1,627,500	20,000	784,193	212,346		8	100	100	
Oct. 31, '77	41.50	625	109	2d and 3d street (Phila.)....Pa.	1,001,492	671,576	95,500		579,067	199,983	23	50	31		
Oct. 31, '77	7.50	344	44	17th and 19th street (Phila.)...Pa.	384,152	250,000	99,500	17,378	363,562	187,628	16	50	25		
Sept. 30, '7															



	January.	March.	April.	May.	June.	July.	August.	September.
1890	17	16	15	14	13	12	11	10
1891	17	16	15	14	13	12	11	10
1892	17	16	15	14	13	12	11	10
1893	17	16	15	14	13	12	11	10
1894	17	16	15	14	13	12	11	10
1895	17	16	15	14	13	12	11	10
1896	17	16	15	14	13	12	11	10
1897	17	16	15	14	13	12	11	10
1898	17	16	15	14	13	12	11	10
1899	17	16	15	14	13	12	11	10
1900	17	16	15	14	13	12	11	10
1901	17	16	15	14	13	12	11	10
1902	17	16	15	14	13	12	11	10
1903	17	16	15	14	13	12	11	10
1904	17	16	15	14	13	12	11	10
1905	17	16	15	14	13	12	11	10
1906	17	16	15	14	13	12	11	10
1907	17	16	15	14	13	12	11	10
1908	17	16	15	14	13	12	11	10
1909	17	16	15	14	13	12	11	10
1910	17	16	15	14	13	12	11	10
1911	17	16	15	14	13	12	11	10
1912	17	16	15	14	13	12	11	10
1913	17	16	15	14	13	12	11	10
1914	17	16	15	14	13	12	11	10
1915	17	16	15	14	13	12	11	10
1916	17	16	15	14	13	12	11	10
1917	17	16	15	14	13	12	11	10
1918	17	16	15	14	13	12	11	10
1919	17	16	15	14	13	12	11	10
1920	17	16	15	14	13	12	11	10
1921	17	16	15	14	13	12	11	10
1922	17	16	15	14	13	12	11	10
1923	17	16	15	14	13	12	11	10
1924	17	16	15	14	13	12	11	10
1925	17	16	15	14	13	12	11	10
1926	17	16	15	14	13	12	11	10
1927	17	16	15	14	13	12	11	10
1928	17	16	15	14	13	12	11	10
1929	17	16	15	14	13	12	11	10
1930	17	16	15	14	13	12	11	10
1931	17	16	15	14	13	12	11	10
1932	17	16	15	14	13	12	11	10
1933	17	16	15	14	13	12	11	10
1934	17	16	15	14	13	12	11	10
1935	17	16	15	14	13	12	11	10
1936	17	16	15	14	13	12	11	10
1937	17	16	15	14	13	12	11	10
1938	17	16	15	14	13	12	11	10
1939	17	16	15	14	13	12	11	10
1940	17	16	15	14	13	12	11	10
1941	17	16	15	14	13	12	11	10
1942	17	16	15	14	13	12	11	10
1943	17	16	15	14	13	12	11	10
1944	17	16	15	14	13	12	11	10
1945	17	16	15	14	13	12	11	10
1946	17	16	15	14	13			

Atchison, Top. & San. Fe.: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	275,042	342,822	335,078	246,778	2,679,106
1878.....	174,598	184,885	306,000	290,500	291,500	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,434	71,605	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	165,411	147,196	125,141	115,277	139,490	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	946,171	1,245,373	1,438,659	1,554,653	1,391,000	1,366,000	1,385,000	1,420,535	1,696,000	1,597,000	1,347,000	16,676,107
1878.....	1,125,000	974,000	1,224,410	1,510,000	1,574,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875.....	319,928	323,219	363,627	367,956	351,004	382,233	367,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,521
1877.....	351,608	325,407	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,341
1878.....	316,711	298,966	357,297	330,614	357,365	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,232,407	1,015,993	986,683	1,182,830	1,403,993	1,117,349	909,641	12,467,544
1877.....	721,024	714,116	804,556	858,895	930,014	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy:													
1877.....	876,835	871,768	898,065	960,198	917,447	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	1,045,667	911,150	1,169,831	1,118,736	1,096,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,263	927,030	747,893	8,255,744
1876.....	527,546	517,113	567,641	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,188,999	1,183,134	892,027	669,921	8,114,894
1878.....	706,000	668,000	663,000	785,000	799,000	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,358	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
Denver and Rio Grande:													
1877.....	43,270	40,182	49,944	51,400	68,058	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	60,015	56,065	64,300	80,927	86,960	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	1,661,473
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	1,927,933
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	132,148	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,731
1875.....	591,031	481,691	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	592,680	500,827	542,471	523,352	594,168	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1877.....	180,240	181,094	230,284	258,198	250,507	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	196,640	172,995	275,232	279,468	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1874.....	1,569,750	1,363,355	1,491,290	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,329,502	13,505,159
Michigan Central:													
1877.....	464,052	512,472	534,213	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	543,877	510,136	578,432	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	294,308	294,361	324,144	335,275	324,856	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Pacific:													
1877.....	265,903	265,339	330,120	332,169	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	294,811	279,866	362,772	334,535	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1874.....	683,128	737,381	1,190,393	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,259	1,722,954	1,438,733	938,030	11,240,831
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	831,991	1,160,838	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,566,239
1878.....	610,768	482,238	658,991	903,765	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,778	287,903	304,000	304,300	292,468	362,600	401,700	512,200	452,946	522,100	4,496,217
1878.....	389,400	341,900	349,900	287,200	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	212,506	192,946	245,495	217,246	191,903	175,789	151,813	248,655	243,695	260,363	235,176	268,246	2,643,833
1876.....	246,099	282,879	271,230	236,237	236,032	229,338	218,479	255,835	232,990	328,124	282,511	264,059	3,143,866
1877.....	240,316	232,761	277,943	264,020	226,612	192,027	193,928	304,109	323,088	349,556	313,176	249,637	3,147,173
1878.....	264,289	234,661	299,825	248,522	258,132	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,894	127,167	123,920	116,762	1,411,723
1876.....	99,208	112,261	162,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,458
1877.....	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	112,225	115,167	92,086	90,687	1,108,668
1878.....	130,466	94,878	108,845	90,627	111,333	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1875.....	574,930	630,307	918,963	1,095,814	1,273,225	1,042,534	1,088,982	1,015,459	1,155,944	1,266,929	1,037,593	903,159	11,997,872
1876.....	664,987	697,138	873,351	1,054,188	1,201,955	1,154,315	978,781	1,363,176	1,305,985	1,265,509	1,236,487	990,986	12,866,254
1877.....	815,354	851,101	1,027,512	1,088,280	1,								

## 53

	Price.
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## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1888	....	1st Mort. guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	118 1/2
Receiver's Bonds.....	1,200,000	7	.....	"	.....	.....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1895	107
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1894	88
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	"	"	1899	92
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)...	252,000	7	"	"	1890	96
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	80
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	110	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	102 1/2	Sinking Fund Mortgage.....	824,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	.....	Consol. Mortgage for \$2,000,000.	1,241,000	7	Apr. and Oct.	Boston.	1893	100 1/2
Albany Loan.....	933,000	6	.....	"	1895	.....	.....	846,000	6	"	"	1893	....
Cohoes. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	.....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdeley).....	15,000,000	7	Jan. and July.	New York.	1900	14 1/2
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	12
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1890	108 1/2	Mass. L. sec'd by \$4,000,000 Ber.	3,000,000	7 1/2	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	57	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,935,000	7	April & Oct.	Phil. or Lond.	1900	26	Bonds (Wharf Purchase).....	300,000	6	Apr. and Oct.	Boston.	1879	101 1/2
Funding Income (traffic guar.)	5,402,000	7	.....	Pittsburg.	1894	.....	Bonds of 1872 for \$1,000,000....	993,500	7	Jan. and July.	"	1892	109 1/2
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1894	109 1/2
1st Mort., guar. by C., B. & Q.	1,886,000	7	Jan. & July.	New York.	1878	100 1/2	Bonds of 1876.....	425,000	6	Jan. and July.	"	1890	101
Androscooggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	113 1/2
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7 1/2	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	101
Ashabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7 1/2	April & Oct.	New York.	1901	....	Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	113 1/2
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6 1/2	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7 1/2	"	"	1898	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7 1/2	Jan. & July.	New York.	1899	104 1/2	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold)....	3,386,000	7 1/2	April & Oct.	Boston.	1900	103 1/2	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7 1/2	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....
Pottawotomie Land Grant.....	439,000	7 1/2	May & Nov.	N. Y. or Bos.	1879	.....	Buffalo and Erie:						
Consol. Second Mort. (gold)....	3,349,000	7 1/2	April & Oct.	"	1903	80 1/2	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	.....	.....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line.							Mort. bonds ( " " )	2,844,000	7	Apr. and Oct.	"	1898	110 1/2
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6 1/2	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7 1/2	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,879	7 1/2	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1910	105 1/2
3d Mortgage (gold) Income.....	28,783,000	7 1/2	May & Nov.	"	1902	....	Buffalo, New York & Phila:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6 1/2	Jan. & July.	New York.	1896	94 1/2
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	98	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	.....	Surlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	.....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	69 1/2
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis)...	150,000	7 1/2	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000....	.....	7 1/2	Jan. & July.	New York.	1901	....	Rurlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.).							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	112
1st Mortgage for \$15,000,000....	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	.....	.....	Stock (common) Bonds.....	289,500	8	April & Oct.	N. Y. & Bos.	1879	108
Atlantic and Pacific:							Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	106 1/2
Land Mortgage gold bonds.....	2,829,000	6 1/2	Jan. & July.	New York.	1888	....	Stock (common) Bonds.....	401,000	8	"	"	1889	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6 1/2	May & Nov.	"	1891	....	Burlington and Mo. Riv. in Neb.:						
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6 1/2	Jan. & July.	"	1888	61	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	116
1st Mort. (Central Div.) gold.....	1,190,000	6 1/2	May & Nov.	"	1891	....	Bonds convertible until 1897....	600,000	8	"	Boston.	1883	153 1/2
1st Mort. (Central Div.) L. G.....	794,000	6 1/2	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding)....	529,800	6 1/2	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	400,000	10	J. A. J. & O.	"	1894	....	1st Mort. (R.R. and lands) S.F..	5,000,000	7 1/2	Jan. & July.	New York.	1891	....
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6 1/2	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1884....	1,500,000	6 1/2	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871....	713,000	6 1/2	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7 1/2	April & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., a. f.	787,000	6	"	Portland.	1893	....	2d Mortgage.....	1,500,000	7 1/2	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund....	2,250,000	7 1/2	Jan. & July.	New York.	1899	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7 1/2	"	"	1889	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,000,000	6 1/2	Jan. & July.	.....	1891	....
Loan of 1850-'58.....	579,500	6	Jan. & July.	Baltimore.	1880	103 1/2	Camden and Amboy:						
Loan of 1853-'58.....	1,710,000	6	April & Oct.	"	1885	104 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1855-'60 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	103 1/2
Loan of 1870-'95 (atg.) skg fund.	3,273,956	6 1/2	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	108 1/2
Loan of 1872-1902 (atg.) S. F....	9,029,352	6 1/2	"	"	1902	....	Sterling Loan, S. F. (\$2,000,000).	1,386,080	6 1/2	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (atg.) S. F....	9,464,500	6 1/2	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1895	113
1st Mort. (Tunnel) gold guar.....	1,500,000	6 1/2	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	101
1st Mortgage (R. R.) gold guar.	3,000,000	6 1/2	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	101 1/2
1st Mortgage (Bangor loan) ....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd.) d'd for \$9,000,000	9,000,000	7 1/2	Jan. & July.	New York.	1906	72 1/2
Bay City and East Saginaw:							2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1888	....	Cardinal and Shawneetown:						
Bedford and Bridgeport:							1st Mortgage.....	200,000	7 1/2	Jan. & July.	.....	1902	....
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	Carolina Central:						
Belfast and Mooshead Lake:							1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	2d Mortgage-Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
Bellefonte and Snow Shoe:							Carthage and Burlington:						
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	101
Bellefonte and Indiana:							Catawissa:						
1st Mort., ass'd by C., C. C. & L.	453,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (old).....	220,500	7	Feb. & Aug.	Philadelphia.	1882	....
Belleville and Southern Illinois:							1st Mortgage (new).....	1,300,000	7	"	"	1900	105
1st Mort., guar. by St. L. & P.H.	1,100,000	8	April & Oct.	New York.	1896	85	Chattel Mortgage.....	209,850	6 1/2	May and Nov.	"	'82-'83	....
Beiot and Madison (O. & N.W.):							Cayuga Lake:						
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1883	....	1st Mortgage.....	800,000	7 1/2	June and Dec.	New York.	1901	....
Belvidere Delaware:							Cazenovia and Canastota:						
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1902	105	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1900	....

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 878,000	7	Feb. & Aug.	New York.	1891	102 1/2	Chicago, Iowa and Nebraska:	\$ 568,200	7	Jan. & July.	Boston.	1880	102
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	" "	" "	1894	101 1/2	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	" "	1916	103	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).....	1,800,000	6	May & Nov.	New York.	1896	40	1st Mort. 2d series ( " )	2,000,000	7	" "	" "	1900	....
2d Mortgage Govern't sec. only.	1,800,000	6	Jan. & July.	" "	1896	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	" "	1881	....
General Mort. for \$5,000,000.....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	" "	" "	1903	....
Macon & West. (Atlanta D.) b'd's	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	100
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32 1/2	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" "	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	3,500,000	8	Jan. & July.	" "	1890	76 1/2
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	80	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000.....	5,000,000	7	Feb. & Aug.	" "	1890	111 1/2	1st Mort. (La Crosse Division.)	6,800,000	7	Jan. & July.	New York.	1893	110 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	109
Loan of Loh. C. & Nav. Co. (guar'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	...	8	May & Nov.	" "	1874	....
Consol. Mort. for \$25,000,000.....	15,000,000	7	" "	New York.	1899	84	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	104 1/2
Central Ohio (B. and O.):							1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	95 1/2	1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	1902	106 1/2
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	640,000	7	" "	" "	1899	96
1st Mort. 30 years bonds, (gold)	25,883,000	6	Jan. & July.	New York.	1895-98	155 1/2	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	122
Convertible 20 years bonds, (gold)	1,483,000	6	" "	" "	1883	163	2d Mort. ( " )	1,315,000	7	" "	" "	1898	108 1/2
State Aid B'd's (Int. by State) gold	1,500,000	7	" "	Sacramento.	1884	108	1st Mort. (Hast. and Dak. Div.)	213,000	7	Jan. & July.	" "	1902	97
2d Mort. (Governm't Subsidy).....	27,855,680	6	" "	U.S. Treasury.	1895-99	....	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	" "	New York.	1899	104	2d Mortgage.....	600,000	7	April & Oct.	" "	1884	97
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" "	" "	1898-92	93	Equipment and Bridge Bonds...	219,000	10	June & Dec.	" "	1883	....
1st Mort. (S. Fr. Okla. & Ala.).....	500,000	6	" "	" "	1890	....	Consol. Mort. for \$35,000,000.....	5,861,000	7	Jan. & July.	" "	1905	101 1/2
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	" "	1900	91 1/2	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	9,276,000	6	" "	" "	1890	98 1/2	Preferred sinking fund (188 m.)	1,236,500	7	Feb. & Aug.	New York.	1885	109 1/2
Central Vermont:							General 1st Mortgage (193 m.)	3,550,400	7	" "	" "	1885	109
1st Mort. Consol. (Vt. Central).....	3,000,000	7	May & Nov.	Boston.	1888	14	Funded coupons (188 m.).....	729,600	7	May & Nov.	" "	1883	107 1/2
2d Mort. Consol. ( " )	1,500,000	7	June & Dec.	" "	1891	24	Appleton Ext. (23 m. & 75,000 ac.)	139,000	7	Feb. & Aug.	" "	1885	108
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	28	Green Bay Ext. (23m & 75,000 a.)	251,000	7	" "	" "	1885	109
Income and Extension Bonds.....	1,008,600	8	May & Nov.	" "	1902	25 1/2	1st Mort. (Gal. & Chi. U.) 248 m.	1,691,000	7	" "	" "	1882	....
Equipment Mort. (Vt. Central).....	1,000,000	8	" "	" "	1889	22 1/2	Elgin and State Line.....	19,500	6	Jan. & July.	" "	1878	....
Equipment Mort. ( " )	1,000,000	8	" "	" "	1889	22 1/2	Mississippi River Bridge.....	181,000	7	" "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	27	1st Mortgage (Peninsula).....	285,000	7	March & Sept.	" "	1898	109
Mississippi R.R. ( " )	500,000	7	" "	" "	1891	....	Consol. skg fund (C. & N.W.R.)	4,455,000	7	F. M. A. & N.	" "	1915	110
Cent. Vt. (Vt. & Can. Mort.) b'd's	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds.....	11,343,000	7	June & Dec.	" "	1902	99
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" "	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" "	1911	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" "	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	" "	" "	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1896	71	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$25,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chl., Pekin & Southw'n (C.B. & Q.)						
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	5,000,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	Branch Bonds Sinking Fund...	1,000,000	6	Feb. & Aug.	" "	1895	106
Cherry Valley, Sharon and Alb.: 1st Mort. con. guar. by A. & B. Co.	300,900	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	" "	1917	109 1/2
Chesapeake and Ohio:							Chl. & Southw'n's (C. R. I. & Pac.):						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	32	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. Extension (cou. or reg)	5,428,900	7	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago and Superior:						
2d Mort. ( " ) coupon.....	902,000	6	" "	" "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income ( " ) coupon.....	300,000	8	" "	" "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	180,500	8	" "	" "	1877	....	1st Mort. guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chester:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	77-96	100 1/2	1st Mort. guar. by B. & O. & M. & O.	500,000	7	Jan. & July.	Baltimore.	1900	85
Chester Creek (Phil. & Balt. Cent.):							Cincinnati, Hamilton and Dayton:						
1st Mort. guar. by F. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	....
Chester and Tamarac:							2d Mortgage of 1865.....	498,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	" "	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	115 1/2	1st Mort. guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106	Cincinnati, Lafayette and Chi.						
Consol. Bonds (\$200 stg. each).	4,379,750	6	Jan. & July.	London.	1903	100	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	New York.	1894	105 1/2	Consolidated Mortgage.....	471,000	7	June & Dec.	" "	1914	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.).....	2,120,000	7	Feb. & Aug.	" "	1900	....	1st Mort. guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1906	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	113 1/2	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	697,000	7	April & Oct.	" "	1890	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	110	2d Mortgage.....	65,000	7	" "	" "	1889	....
Bonds of 1875, Sinking Fund...	448,000	6	June & Dec.	" "	1896	63	Cinc. Rich. & Ft. Wayne (G. R. & I.):						
Consol. Mortgage for \$30,000,000.	10,433,000	7	" "	" "	1903	113	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	....
1st Mort. (Am. Cen. R.R.) guar.	288,000	8	" "	New York.	1878	....	Cincinnati, Sandusky and Cleve.:						
1st Mort. (Car. and Burl.) guar.	286,000	8	May & Nov.	" "	1879	....	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	32 1/2
1st Mort. (Dix. Peo. & Han) guar.	583,500	8	Jan. & July.	" "	1889	....	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Ill. Gr. Frunk) guar.	904,500	8	April & Oct.	Boston.	1890	....	1st Mort. (San. City and Ind.)...	360,000	7	March & Sept.	" "	1897	77 1/2
1st Mort. (Kaz. & St. Paul) guar.	318,000	8	" "	" "	1879	....	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	" "	New York.	1901	....
1st Mort. (O. O. & Fox Rv.) guar.	1,079,000	8	Jan. & July.	N.Y. & Bos.	1900	....	Cincinnati and Springfield:						
1st Mort. (Peo. and Han) guar.	277,000	8	" "	New York.	1878	....	1st Mort. (guar. by U. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
1st Mort. (Quincy & War.) guar.	725,000	8	" "	N.Y. & Bos.	1890	....	2d Mortgage.....	583,255	7	Jan. and July.	" "	1902	....
2. Mort. (Northern Cross) gold.	891,000	4	" "	Frankfort.	1890	....	Cincinnati, Wabash and Mich.:						
Chicago and Canada Southern:							1st Mortgage for \$16,000 p. m.	2,000,000	7	Jan. and July.	New York.	1891	....
1st Mort. ( " )	2,467,000	7	Apr. and Oct.	New York.	1902	....	Clev., Col. & Indianapolis:						
Chicago, Cincinnati and Louis.:							1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	168 1/2
1st Mortgage.....	1,090,000	7	Jan. & July.	New York.	1887	....	1st Mort. (C. & O. & R. R.)...	175,000	7	June & Dec.	" "	74-84	....
Chicago, Clinton and Dubuque:							1st Mort. (Bell. and Ind. R.R.)...	429,000	7	Jan. and July.	" "	1899	....



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	108	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.	1,090,000	6	"	"	1892	110	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	110	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	"	1898	....
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	105	Detroit, Hillsdale and Indiana:						
3d Mortgage	1,000,000	7	April & Oct.	"	1892	109	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.L. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	110	Detroit, Lansing and Northern:						
2d Mortgage	849,000	7	April & Oct.	"	1886	108	1st Mortgage	1,997,000	7	Jan. & July.	Boston.	1896	88
Celebrookdale:							1st Mort. (Ionia and Lansing)	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	40	2d Mort.	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York	1875	....
Columbus, Chicago & Ind. Cent.							2d Mortgage	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	41	1st Funded Coup. (D. & M.R.R.)	825,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	12	2d Funded Coup.	375,734	7	May & Nov.	"	1875	....
Income convertible.	3,893,000	7	"	"	1890	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1890	96-98	2d Mort.	100,000	7	Jan. & July.	"	1878	....
2d Mort.	344,400	7	Jan. & July.	"	1890	....	3d Mort.	250,000	8	Feb. & Aug.	"	1846	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1866.	110,000	7	March & Sept.	"	1886	....
1st M., a.L.	39,650	7	May & Nov.	"	1890	....	Bonds of June 30, 1866.	1,702,317	6	Jan. & July.	"	1886	....
2d Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.)						
3d Mort.	821,000	10	May & Nov.	"	1883	....	1st Mortgage Aug. 1, 1855	924,000	7	Feb. & Aug.	New York.	1906	109
1st M. (Col. & Ind.) 1st & 2d pref.	209,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	686,500	7	Feb. & Aug.	"	1884	....	1st Mort., guar. by C., B. and Q.	568,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income	74,024	7	April & Oct.	"	1905	....	1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	105
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division	586,000	7	"	"	1894	106
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.						
1st M. on Branch & 2d on main	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1865	1,500,000	7	Jan. & July.	New York.	1906	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000	1,186,500	7	April & Oct.	Boston.	1893	103	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1881	100	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	"	1889	83	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	486,900	7	March & Sept.	Philadelphia.	1888	102
1st Mortgage skg fund.	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	100
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage	190,000	4	"	"	1882-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1885	....
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	20	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	636,000	6	"	"	1890-95	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	103	Company Bonds ( " new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	90
Cowanesque Valley:							Loan of 1867	.....	7	"	"	1887	....
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868	.....	6	"	"	1882-89	....
2d Mortgage	100,000	7	May & Nov.	"	1882	....	Loan of 1869	.....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	.....	7	"	"	1882	....
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	.....	7	"	"	1882-84	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds	.....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sinking Fd. Bonds	3,049,200	6	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indeb. Sept. 1, 1876	12,673,000	3	"	Boston.	1906	63
2d Mortgage	109,500	8	"	"	1903	....	Eastern Shore (Md.):						
Plain bonds	81,800	6	"	"	1884	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	"	"	1890	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed	570,000	5	April & Oct.	"	1882	60
2d Mortgage	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloomington & Pekin:							1st Mortgage, extended	2,483,000	7	May & Nov.	New York	1897	113
1st Mortgage	2,000,000	7	April & Oct.	New York.	1900	....	2d Mortgage	2,174,000	7	March & Sept.	"	1879	104
Davenport and St. Paul:							3d Mortgage	4,852,000	7	"	"	1883	107
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	4th Mortgage convertible	2,987,000	7	April & Oct.	"	1880	105
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	"	1888	108
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	"	1891	....
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	....	Sterling Loan (\$1,000,000) conv.	4,437,714	6	March & Sept.	London.	1875	....
3d Mortgage, guar.	351,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000	12,076,000	7	"	NY & London.	1920	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-94	....	2d Consol. Mort. for \$40,000,000	14,400,000	7	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds	10,000,000	7	J. A. J. and O.	London.	1903	....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage	135,000	7	June & Dec.	"	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds	252,445	6	"	"	1879	....	2d Mortgage	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage	495,000	6	Jan. & July.	"	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	1st L.M. & 1st on 59 & 2d on 55 m.	2,000,000	6	March & Sept.	New York.	1899	....
Delaware and Bound Brook:							Evansville and Crawfordsville:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	92	1st Mortgage (\$1 miles) skg. fund	302,000	7	Jan. & July.	New York.	1887	....
Delaware (P. W. and Balt.):							1st Mortgage (100 m. )	636,000	7	May & Nov.	"	1887	....
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1885	103	1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	"	1890	....
1st Mortgage extension	100,000	6	"	"	1880	....	Evansville, Terre Haute & Chi.:						
Delaware, Lackawanna & Western:							1st Mortgage, gold	775,000	7	May & Nov.	New York.	1900	....
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	105	Fall River, Warren & Prov. (B. & P.):						
Convertible Bonds	600,000	7	June & Dec.	"	1892	....	1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Consol. Mortgage Bonds	195,000	7	March & Sept.	"	1907	104	Bonds of 1874	500,000	7	April & Oct.	Boston.	1904	113
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	"	1880	....	Bonds of 1877	500,000	6	"	"	1897	102
1st M. Ext.	370,000	7	March & Sept.	"	1885	....	Flint and Pere Marquette:						
Denver & Boulder Val. (Den. Pac.):							1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1883	....
1st Mortgage	550,000	7	May & Nov.	Kansas City.	1900	....	Flint & Holly S. F. (\$25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
Denver Pacific:							1st Mort. (Bay C. & E. J. J. guar.)	100,000	10	Jan. & July.	Newark.	1882	....
1st Mortgage gold, land grant	2,490,000	7	May & Nov.	New York.	1899	....	Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
Denver & Rio Grande (3 ft. gauge):							1st Mort. skg. fd. (H. W. & Mon.)	1,900,000	8	Jan. & July.	"	1901	....
1st Mort. gold, skg fund tax free	3,024,500	7	May & Nov.	N.Y.L. & Ama.	1900	30	Consolidated Sinking Fund	1,771,000	8				

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Florida:</b>							<b>Huntingdon and Broad Top Mt.:</b>						
1st Mortgage conv. gold.....	2,500,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	415,000	7*	April & Oct.	Philadelphia	1890	106
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	100
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,385,000	7	April & Oct.	"	1895	80
2d Mort. ( " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$200,000....	2,500,000	6*	"	London.	1893	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund...	4,504,000	6*	"	"	1903	...
1st Mort. (Whitestone & W.)...	95,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.)	1,000,000	5*	June & Dec.	"	1905	...
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109
Fonda, Johnstown & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	42*	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Blooming. & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	17
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	...
2d Mortgage.....	800,000	8	"	"	1893	....	2d Mortgage.....	1,500,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,400,000	6	May & Nov.	"	1900	....
Fronton, W. & M. (S. C. & P.):							International and Gt. Northern:						
1st Mortgage.....	600,000	7	April & Oct.	"	1901	31	1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	80
Galeta & Chic. Union (C. & N. W.):							Convertible B'ds.....	1,475,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	197*	1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7	Jan. & July.	"	1900	50
Galv., Harrisburg & San Antonio:							Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	75-'88	....
1st Mortgage, skg. fd., guar. ....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	375,000	10	"	"	1883	80*
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)...	530,000	7	Jan. & July.	Augusta	75-'90	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
Ullman, Clinton & Springfield:							2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	77-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	6*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
Grand Rapids & Indiana:							Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	81
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	95	Ionia and Lansing (D. L. & L. M.):						
1st Mort. L. G. not guar. gold...	8,224,000	7*	April & Oct.	"	1899	....	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
Grand River Valley (Mich. C.):							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
1st Mort., assumed by Lessee....	1,000,000	8	Jan. & July.	New York.	1886	94*	Iowa Falls and Sioux City:						
2d Mortgage, guar. by Lessee....	500,000	8	March & Sept.	"	1879	85	1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	85
Grand Trunk (Can.):							Iowa Midland (C. & N. W.):						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$13,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	99
Equipment Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Ironport (Penn.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	Ithaca and Athens (Penn.):						
2d Preference Bonds \$2,327,808	11,689,040	6*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	107
3d Preference Bonds \$7,168,910	35,819,550	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
Provincial Debenture \$3,111,500	15,557,500	....	"	"	"	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1895	99
<b>Great Western of Canada:</b>							1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	"	1891	95
Mortgage Bonds \$547,000.....	2,735,000	6*	April & Oct.	"	77-'78	....	Jacksonville, North West & S. East:						
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Debenture Bonds \$1,743,160...	8,715,900	6	Jan. & July.	"	Perp.	....	Jacksonville, Pennac. and Mobile:						
<b>Great Western Railway of 1869:</b>							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	101	2d Mortgage.....	3,000,000	8	"	"	1899	....
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	68	Jamestown & Frank. (L. S. & M. S.):						
<b>Green Bay and Minnesota:</b>							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	...
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Greenville and Columbia:							Jefferson (Erie):						
1st Mortgage guar. by S. Car.....	1,426,540	7	Jan. & July.	Columbia.	81-'86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	83
1st Mortgage not guaranteed....	370,768	7	"	"	81-'86	....	2d Mort. ( " ).....	84,000	7	"	"	1889	....
<b>Greenwich and Johnsonville:</b>							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	Jeffersonville, Madison & Indian:						
Gulf, Western Texas and Pacific:							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage (Construction)....	1,384,000	7*	Jan. & July.	"	1902	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal and Naples (T. W. & W.):							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	33	Jersey City and Albany:						
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Hannibal & Cent. Mo. (T. W. & W.)							1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85*	Joliet and Chicago (C. & Alton):						
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	110*
<b>Hannibal and St. Joseph:</b>							Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	87-'94	105	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105
Missouri State Loan.....	1,500,000	6	"	"	87-'98	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103*
Fifteen years' bonds (277 m.)...	500,000	8	March & Sept.	"	1885	93*	Junction and Breakwater:						
1st Mort. (G. & Palm R.R. 15 m.)	1,300,320	10	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (K. City & Cam. R.R. 55m)	1,300,320	10	Jan. & July.	"	1886	....	Kalamazoo, Allegan & Gr. Rapids:						
General Land Mortgage (377 m.)	.....	7	April & Oct.	"	1888	106	1st Mort. assumed by L. S. & M. S.	840,000	8	Jan. & July.	New York.	1888	95
<b>Hartford Extension:</b>							Kalamazoo and Schoolcraft:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Harrisburg & Lancaster:							Kalamazoo, & B. Haven (M. Cen.):	640,000	8	May & Nov.	New York.	1889	....
1st Mortgage, guar. by Pa. R. R.	700,000	8	Jan. & July.	Philadelphia.	1883	105	2d Mortgage.....	70,000	8	"	"	1889	....
Hartford, Providence and Fishkill:							Kalamazoo & White Pigeon:						
1st Mort. (Conn. 96.34 m. skg fund)	1,874,500	7	Jan. & July.	Providence.	1876	....	1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	98
2d Mort. (Conn. 96.34 m. skg fund)	1,874,500	7	"	Hartford.	1876	....	Kansas City and Cameron:						
<b>Holly, Wayne &amp; Monroe (F. &amp; M.):</b>							1st Mort., ass'd by Han. & St. Jo.	1,300,000	10	Jan. & July.	New York.	1886	101*
1st Mortgage, tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort. (C. B. & St. Jo. 32 m.)	500,000	7	Jan. & July.	N. Y. & Bos.	1880	96*
Holyoke and Westfield:							2d Mort. ( " ).....	150,000	10	"	"	1878	....
1st Mortgage.....	300,000	7	April & Oct.	Boston.	1891	....	1st Mort. (St. Jo. & C. B. 78 m.) conv.	1,400,000	10	March & Sept.	"	1892	....
<b>Housatonic:</b>							1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	Consolidated Mort. (260m.) conv.	1,000,000	7*	"	"	1893	....
2d Mortgage of 1868.....	300,000	6	April & Oct.	Bridgport.	1883	....	New Consol. Mort. for \$3,000,000	947,000	8	Feb. & Aug.	Boston.	....	...
Equipment Bonds.....	250,000	7	"	"	1883	....	Kansas City & Santa Fe (L. L. & G.)						
<b>Houston and Texas Central:</b>							1st Mortgage for \$2,000,000.....	720,000	10	May & Nov.	Boston.	1890	....
1st Mortgage L. G. skg fund, gold.	1,478,000	7*	Jan. & July.	New York.	1911	....							
1st Mortgage (Western Div.)...	2,500,000	7*	"	"	1903	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	100	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	1897
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	100	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	"	1897
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899		2d Mortgage for \$1,000,000.....	378,000	8	April & Oct.	"	"	1900
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76		Louisville Loan.....	100,000	6	Jan. & July.	"	"	1881
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880		1st Mort. (Louisville & Frankf't)	39,000	6	"	"	"	72-78
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1886		1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	"	1902
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896		1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	"	1881
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97		<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,275,850	7	March & Sept.	N. Y., L. & F.	1916		Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	87
<b>Kent County (Del.)</b>							Mort. main office lot & building	80,000	7	"	Louisville.	1883	
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-86	
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	
2d Mort. (Covington & Lexington)	644,000	7	March & Sept.	New York.	1883		1st Mort. (Memp. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	1902	
3d Mortgage.....	237,000	7	June & Dec.	"	1885		Consol. M. for \$8,000,000 (892 m.)	7,109,000	7	April & Oct.	"	1898	164
<b>Keokuk and Des Moines:</b>							Louisville Loan.....	949,000	6	"	"	86-87	
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904		Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	
Funded Interest.....	254,300	8	"	"	1884		Louisv. Loan (Leb. Br. Exten.)	383,000	6	April & Oct.	Louisville.	1896	90
Keokuk and St. Paul (C.B. & Q.)							<b>Louisv. N. A. &amp; St. Lo. Air-Line:</b>						
1st Mortgage traffic guar.....	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,375,000	7*	Jan. & July.	New York.	1892	
La Crosse, Trempealeau & Prescott:							<b>Macon and Augusta:</b>						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878		1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	
Laf., Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	
Laf., Muncie & Bloom. (T.W. & W.)							<b>Macon and Brunswick:</b>						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	
<b>Lake Erie and Louisville:</b>							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892		2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	
2d Mortgage.....	500,000	7	Jan. & July.	"	1903		Equipment Mortgage.....	150,000	7	"	"	1879	
<b>Lake Ontario Shore:</b>							<b>Madison and Portage:</b>						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897		1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	
<b>Lake Shore &amp; Michigan South'n:</b>							<b>Maine Central:</b>						
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879		Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	89
Consol. Mort., S.F., Regist'd.....	7,925,000	7	J. A. J. & O.	"	1900	111	\$1,100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon.....	9,204,000	7	Jan. & July.	"	1900	112	Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	
2d Consol. Mort. for \$25,000,000.	3,204,000	7	June & Dec.	"	1903	104	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bos.	1890	
Bonds of 1882 (Reg. & Coupon)	1,393,000	7	April & Oct.	"	1882		\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	89-91	90
Lake Shore Dividend Bonds.....	1,393,000	7	"	"	1899	110	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	
Reg. Mort. (Clev., Paim. & Ash.)	1,000,000	7	Jan. & July.	"	1880		Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	91
3d Mort. ( " ) " " " " "	1,000,000	7	April & Oct.	"	1892		2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1879	
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885		1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	
2d Mort. ( " ) " " " " "	1,595,000	7	"	"	1877		Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	
1st Mort. (Cleveland & Toledo)	819,000	7	Jan. & July.	"	1885		<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
2d Mort. ( " ) " " " " "	200,000	7	April & Oct.	"	1886		1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	300,000	7	Jan. & July.	"	1882		<b>Marietta and Cincinnati:</b>						
Mort. Bonds ( " ) " " " " "	2,844,000	7	March & Sept.	"	1886		1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	
1st M. (Detrit, Monroe & Toledo)	924,000	7	April & Oct.	"	1898		2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	81
1st M. (Kalam. & White Pigeon)	400,000	7	Feb. & Aug.	"	1906		3d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	30
1st M. (School. & Three Rivers)	100,000	8	Jan. & July.	"	1890		2d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	13
1st M. (Kalamazoo & Schoolcraft)	100,000	8	"	"	1887		4th Mortgage.....	2,004,000	8	April & Oct.	"	1903	
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1885		1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	
1st M. (Jamestown & Franklin)	422,000	7	"	"	var		<b>Marietta, Pittsburg &amp; Cleveland:</b>						
2d M. ( " ) " " " " "	500,000	7	June & Dec.	"	1894		1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	
<b>Lake Shore &amp; Tuscarawas Valley:</b>							Marquette, Houghton & Ontonagon:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901		1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jan. & Dec.	New York.	1892	97
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892		Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	
<b>Lake Superior &amp; Mississippi:</b>							<b>Massachusetts Valley (C. &amp; P. R.):</b>						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900		<b>Maryland and Delaware:</b>						
Income Bonds.....	3,300,000	10	"	"	1902		1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	
<b>Lawrence (F. P. W. &amp; Chl.):</b>							2d Mortgage.....	150,000	6	June & Dec.	"	1889	
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895		<b>Massillon &amp; Clevel. (C.M.V. &amp; D.)</b>						
Leavenworth, Atch. & N. West'n:							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	
1st Mort. guar. by Pac. of Mo.:	500,000	7	April & Oct.	New York.	1899		<b>Maysville and Lexington:</b>						
Leavenworth, Lawrence & Galveston:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	25	<b>Memphis and Charleston:</b>						
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1899		1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1899	87
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891		2d Mortgage.....	1,000,000	7	Jan. & July.	"	1898	
<b>Lehigh and Lackawanna:</b>							<b>Tennessee State Loan.....</b>						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897		1,814,142	6	"	"	"	"	
<b>Lehigh Valley:</b>							Income Bonds.....	600,000	10	March & Sept.	"	73-78	
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	108	<b>Memphis and Little Rock:</b>						
1st Mortgage ( " ) reg....	6,000,000	6	"	"	1898	109	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	
2d Mortgage for \$6,000,000	6,000,000	7	March & Sept.	"	1910	114	2d Mortgage.....	1,000,000	8	"	"	"	
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	87	<b>Michigan Air Line (Mich. Cent.):</b>						
General Mort., registered.....	5,000,000	6*	"	"	1922	97	1st Mort. (South Bend Div.) ass'd	300,000	8	May and Nov.	New York.	1890	
<b>Lewisb. Centre &amp; Spruce C. (P. &amp; E.):</b>							<b>Michigan Central:</b>						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902		1st Mortgage, convertible.....	355,000	8	April & Oct.	Boston.	1892	
<b>Lexington &amp; St. Louis (A. &amp; F.):</b>							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1892	110
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899		Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	110
<b>Little Miami:</b>							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	105
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97	Equipment Bonds for \$300,000..						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. C. R. & N. Y.)	\$ 150,000	7*	Jan. & July.	New York.	1911	....	N. O., Jack & Gt. N. (N. O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..							1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N. O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,826,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,817,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	1st Mort. for \$800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....	New York Central & Hudson R.:						
Mississippi Valley and Western:							Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stk ( " )	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks ( " )	592,000	6	"	"	1883	103
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate ( " )	162,000	6	"	"	1883	162
Missouri, Kansas and Texas:							Bonds of 1854 renewed ( " )	2,391,900	6	June & Dec.	"	1887	107
1st Mort. (U. Pac. S. Br.) skg fund	2,415,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,794,900	7	"	"	1886	114
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	48	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	121
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort., reg'd }		7	"	"	1903	121
Second Add. Consol. Mort.....	1,183,000	7	"	"	1906	10	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	New York and Harlem:						
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	76	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	11	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	119
Mobile and Girard.							Consol. Mort. of 1872, reg.		7	"	"	1900	119
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	"	New York.	1889	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
Plant bonds.....	35,500	8	"	Savannah.	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage.....	900,000	8	"	"	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
Mobile and Ohio:							New York and New England:						
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mobile & Lond.	1883	....	1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
Interest bonds.....	1,524,300	8	"	Mobile.	'76-'83	....	1st mortgage, new.....	243,000	7	Jan. & July.	"	1905	....
Sterling Interest bonds.....	768,920	6*	"	London.	1883	....	New York and Oswego Midland:						
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1887	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000.....	977,560	7*	Jan. & July.	N. Y. & Lond.	1904	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Convertible 3 per cent. bonds.....		8	M. J. S. & D.	New York.	....	....	1st Mort., (West. Extension)....	2,425,000	7	.....	"	....	....
Montclair (N. Y. and O. Mid.):							Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	New York, Providence & Boston:						
2d Mortgage.....	780,000	7	"	"	....	....	1st Mortgage.....	76,908	6	Feb. & Aug.	New York.	1878	....
Income Mortgage.....	888,400	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Montgomery and Erie (Erie):							General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	....
1st Mortgage.....	127,800	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A. M. & O.):						
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	88
Montgomery and Eufaula:							1st Mortgage.....	187,000	7	"	"	1877	91
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage.....	454,000	8	"	Norfolk.	1893	86
2d Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	North Carolina:						
Monticello and Port Jervis:							1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	North Eastern (S. Car.):						
Morris and Essex (D. L. & W.):							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	116	2d Mortgage.....	232,500	8	"	"	1899	....
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	107	North Missouri (St. L., K. C. & N.):						
Convertible bonds.....	384,800	7	Jan. & July.	"	1900	80	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1896	107
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	74	North Pennsylvania:						
Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	100	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Special Mortgage.....	1,025,000	7	"	"	....	....	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	111
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	92	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	104
Nashville, Chattanooga & St. Louis:							North Shore (Flush, N. S. & Cent):						
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	'74-'83	....	1st Mortgage.....	133,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Held by U. S. Gov.)....	1,000,000	4	"	"	'81-'91	....	Northern Central:						
New Mortgage.....	4,700,000	7	"	"	1913	100	1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash):							2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	104
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	100	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	99
2d Mortgage gold.....	306,000	6*	April & Oct.	Nashville.	1887	....	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	95
Nashua and Lowell:							Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	104	Consol. General Mort. S. F.....	4,518,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Newark & New York (C. of N. J.):							Second General Mort. coupon.....	3,000,000	6	"	Baltimore.	1926	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Second General Mort. coupon.....	1,000,900	6	"	"	1926	....
Newark, Somerset & Stratfordville:							Northern New Jersey (Krie):						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O	1878	....
New Bedford:							Northern Pacific:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	1st Mort. on R. R. & lands gold..	4,000,000	7.5*	Jan. & July.	New York.	1900	23
New Issue for \$260,000.....	400,000	7	"	"	1894	105	Northwestern Virginia:						
New Haven and Derby:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	102
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	Northwestern Union (C. & N. W.):						
New H. Middle'n & Willimant:							1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B. H. & E.):						
2d Mortgage.....	2,000,000	7	"	"	1881	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage.....	150,000	7	Jan.			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	550,000	7	April & Oct.	Philadelphia.	1896	84	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1884	103
Omaha and Northwestern:							Loan of 1897.....	1,000,000	6	April & Oct.	" "	1887	103
1st Mort. Land Grant, Gold.....	16,000pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	104
1st Mortgage.....	.....						Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	831,800	7	April & Oct.	Philadelphia.	1900	53
1st Mortgage \$20,000 p. m.....	1,024,000	8	June & Dec.	Boston.	1896	110	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	94
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	89
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C.M. & S.P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	880,000	7	Jan. & July.	" "	1912	115
1st Mortgage guar. by C.R. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	110	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	880,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	880,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	880,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1883	104	2d Mortgage (Series L).....	880,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	99	2d Mortgage (Series M).....	880,000	7	Jan. & July.	New York.	1912	107
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1894	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,900	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash'ton & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)....	4,000,000	7	Jan. & July.	Baltimore.	1898	95
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stig \$597,800.	2,905,308	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,300,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Line & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000.	1,800,000	7 1/2	May & Nov.	New York.	1890	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Hight, (U.C. of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or ..	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	48
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	Feb. & Aug.	New Y	1900	....	Portland and Oxford Central:						
2d Mortgage.....	640,000	7	Feb. and Aug.	New Y	1881	....	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	106	1st Mort. (Portland Loan) sfg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,790	6	J. A. J. & O.	Philadelphia.	1910	109	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1891	....
General Mortgage, registered.....	29,250,000	6 1/2	Jan. & July.	London.	1905	83	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	4,572,110	5	April & Oct.	Philadelphia.	177-90	....	Port Royal (S. C.):						
State lien for \$7,500,000, sfg fd	487,500	7	Feb. and Aug.	New York.	1881	....	1st Mortgage gold, sfg fd.....	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R.R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	50
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	Poughkeepsie and Eastern:						
Pennsylvania & New York (L.V.):							1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	110	2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	" "	1906	....	Providence and Worcester:						
Peoria & Bureau Val (C.R.I. & P.):							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
Peoria & Hannibal (C.B. & Q.):							Quincy, Alton and St. Louis:						
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	100	1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
Peoria, Pekin and Jacksonville:							Quincy and Palmyra:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	Quincy and Toledo (T. W. & W.):						
Peoria and Rock Island:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	67
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	....	Quincy & Warsaw (C.B. & Q.):						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	110
Perkiomen (Phila. and Rdg):							Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	75	1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	95
Petersburg:							2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	179-98	84	Rensselaer and Saratoga:						
2d Mortgage.....	500,000	8	" "	" "	1902	....	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	....
Philadelphia and Atl. City:							2d Mortgage.....	150,000	7	" "	" "	1887	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Saratoga & Whitehall)....	400,000	7	March & Sept.	New York.	1886	....
Philadelphia and Baltimore Cent:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Md. Div. 91 m.)	300,000	6 1/2	" "	" "	1891	....	Consol. Mort. for \$2,000,000.....	1,789,500	7	May and Nov.	" "	1921	115
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	New Gen'l Mort for \$5,000,000.	1,992,000	6 1/2	" "	" "	....	....
Philadelphia and Erie (Penn.):							Richmond and Danville:						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	105	Virginia State Loan, sfg fund.....	600,000	6	Jan. & July.	Richmond.	1880	....
2d Mortgage.....	4,000,000	6	" "	" "	1881	104	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
General Mort. for \$20,000,000.....	7,852,000	6 1/2	Jan. & July.	Phil. or Lond.	1883	101	1st Mort. (Piedmont Branch).....	500,000	8	" "	" "	1888	....
Philadelphia and Reading:							1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
Loan of 1863, debenture.....	1,136,300	6	Jan. & July.	Philadelphia.	1893	37	Consolidated Mortgage.....	1,766,000	6	May and			

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	" "	1902	....
2d Mort. ( " ).....	17,500	6	" " "	" "	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	" "	1876	....	Domestic (K) Bonds.....	65,500	6	Jan. & July.	" "	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	" " "	" " "	1900	....	2d Mort. " " "	200,000	7	" " "	" "	1889	....
St. Joseph and St. Louis:							South Mountain Iron(Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1898	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	109	1st Mort., endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	38	Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" " "	" "	1884	....	1st Mortgage gold, assumed ....	7,194,500	6*	Jan. & July.	New York.	1888	86 1/2
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	112	South Side, V. (A., M. and O.):						
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	" "	1897	56	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	100
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	....	2d preferred bonds.....	621,000	6	" " "	" "	'84-'90	73 1/2
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7*	" " "	" "	1897	....	3d preferred bonds.....	452,800	6	" " "	" "	'84-'90	66 1/2
Consolidated Mortgage.....	1,500,000	7	" " "	" "	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	108
2d Mortgage.....	648,000	7	Jan. & July.	" "	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101 1/2	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" "	1899	....	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	....
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	" "	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	" "	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	94
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	" " "	" "	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	" "	1898	....	1st Mortgage, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscoogee) conv..	300,000	7	" " "	" "	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6*	May & Nov.	New York.	1906	....	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000.	4,969,142	2*	" " "	" "	1906	....	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" " "	" "	1879	....
1st Mort. (St. Paul to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. ( do. ) & 1st land gr.	1,145,760	7	June & Dec.	" "	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. ( do. ) R. R. & Lands.	8,500,000	7*	" " "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	" "	1900	....
General Mortgage for \$15,000,000	....	7*	" " "	" "	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stanstead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Sand., Mansfield & Newark (B.O.):							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,801,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bosn. Ph.	1904	95
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Bav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	" "	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspense, Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage for \$500,000 guar..	182,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage ..	1,750,000	7	April & Oct.	New York.	1906	....
Savannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	" "	'887	102 1/2
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tobo and Neasho (M. K. & T.):						
Schoolcraft & Three R. (LS&MS):							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,800,000.....	618,000	7	" " "	" "	1894	....
Seima and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 5,000 per mile....	3,555,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	83
Seima, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6*	June & Dec.	" "	1905	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,339,805	7	July.	N. Y. & Phil.	1915	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	50 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	" "	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	88
Shamokin Valley & Pottsev. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	" "	1896	90
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	94 1/2	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.			



## AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$ 59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	101 1/2
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	111 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	111 1/2
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	105 1/2
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	60
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	110
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1899	104
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	300,000	6	Apr. and Oct.	Philadelphia.	1893	85
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	86
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,231,000	6 1/2	Jan. & July.	N. Y. & Bos.	'96-'99	108	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,324,000	7	Apr. and Oct.	"	1887	107 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,900	8	March & Sept.	New York.	1894	101 1/2	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling....	2,225,000	8 1/2	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	105 1/2
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6 1/2	May and Nov.	New York.	1886	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	99 1/2
1st Mortgage gold, skg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	56	1st Mort. (Southern Extension).	640,000	7 1/2	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,540	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$369,200 (U. Co's)	1,846,000	5 1/2	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 ( " )	1,800,000	6 1/2	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	....	....	Wilmington, Colum. & Augusta:						
Sterling S.F. \$262,000 (C. & A.)	1,310,000	6 1/2	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	25
Loan of 1883 (Camden & Amb'y)	1,760,000	6	"	Philadelphia.	1883	103	Wilmington and Reading:						
Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889	103 1/2	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	104 1/2	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	93
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & O. Phil. & Wilm.	1892	....	
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	100 1/2
Bonds of 1871 (2d issue).....	576,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	21 1/2
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7 1/2	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. P. \$25,000pm	4,618,500	7 1/2	Jan. and July.	Boston.	1901	15
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1888	104 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	103 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	74
Vineland:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	5 1/2	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	70
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. C. & N.):						
3d Mortgage.....	990,000	6	"	"	1884	89	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	98
5th Mortgage.....	999,000	6	March & Sept.	"	1900	99 1/2	Delaware and Hudson:						
Registered Certificates.....	91,191	8	Jan. and July.	"	1875	....	1st Mort. (2d series, July 1, 1889)	3,500,000	7	Jan. and July.	New York.	1884	102 1/2
Funded Interest.....	226,900	8	"	"	1880	....	reg. (3d series, Jan. 1, 1871)	5,000,000	7	"	"	1891	102 1/2
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	99 1/2
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,550	6	"	"	1882	....
Warren & Franklin (F. T. & B.):							Convertible Loan, gold.....	771,000	6 1/2	March & Sept.	"	1894	72
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	76 1/2	1st Mortgage, registered.....	5,381,933	6	J. A. J. & O.	"	1884	103 1/2
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	103 1/2
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold....	4,658,500	6 1/2	June & Dec.	"	1897	90
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	80
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & St. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	48	Monongahela Navigation:						
2d Mort. ( " )	350,000	7	"	"	1891	....	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	90	Morris (and Banking):						
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	70	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	60	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100 1/2
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	15	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						

[illegible]



[illegible]



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.												
Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			
Years ending.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	R. M. E.	Freight.	Companies.		Railroad.	Rolling Stock.
									Assets.	Accounts and Cash.		
Dec. 31, 1876	76.7				605,301	97	11,938	Elmira and Winoport (N. O.) Pa. & N. Y.	2,298,000	352,000		
Sept. 30, 1876	147.0				500	12	1,348	Erie ..... New Jersey, N. York & Pa.	117,445,148			
Dec. 31, 1876	81.0				29	6	1,438	European and Pittsburgh (Penn. E. & N. O.) Pa.	3,179,771,111	986,725		
Sept. 30, 1876	206.0				20	12	434	Evansville and North Am. E. & N. O. Br.	10,694,450	664,317		
June 30, 1876	23.0				21	10	6	201	Evansville and Crawfordsville, Ind.	1,684,904		
June 30, 1876	53.8				7	4	2	305	Evansville and Terre Haute & Chi. Ind. & Ill.	1,684,904		
June 30, 1876	12.2				1	16	21	1,499	Fall River ..... Mass.	422,139		
Sept. 30, 1876	50.7				67	16	21	1,499	Fitchburg ..... Massachusetts.	4,811,767		
Dec. 31, 1876	955.0				48	32	11	714	Grand Rapids and Pere Marquette ..... Mich.	1,890,661		
Sept. 30, 1876	30.7				6	4	1	8	Pondosa, Johns own & Gloverville ..... N. Y.	453,586		
Sept. 30, 1876	35.4				16	32	2	6	Flushing, North Shore and Cent. .... N. Y.	4,671,648		
Dec. 31, 1876	17.1				10	6	3	279	Fl. Wayne, Jackson & Sag. Mich. & Ind.	8,059,356		
Sept. 30, 1876	29.1				1	1	1	1	Framingham & Lowell (R. C. & F.) Mass.	1,405,575		
Sept. 30, 1876	31.0				1	29	480	Galena and So. Wisconsin (R. C. & F.) W. & Ill.	472,560			
Dec. 31, 1876	815.0				19	17	8	480	Galv., Harris & St. Antonio ..... Tex.	7,872,841		
Sept. 30, 1876	75.6				8	9	6	147	Genoa, Harris & Sayre ..... N. York.	2,472,869		
Mar. 31, 1876	60.0				48	30	2	808	Genoa, Harris & Sayre ..... N. York.	2,472,869		
June 30, 1876	111.6				10	8	2	808	Genoa, Harris & Sayre ..... N. York.	2,472,869		
Sept. 30, 1876	11.6				3	1	1	1	Goshen and Deckertown Erie, New York	291,703		
Dec. 31, 1876	321.1				38	22	10	1,138	Grand Rapids and Indiana, Mich. & Ind.	11,051,898		
Sept. 30, 1876	46.0				4	3	2	225	Grand Rapids, Newago & L. Shore, Mich.	2,294,057		
June 30, 1876	28.0				43	24	64	753	Grand Trunk & N. York, Mich.	147,465.64		
July 31, 1876	296.4				216	102	45	6,222	Great Western ..... Canada.	33,999,000		
Sept. 30, 1876	8.0				1	10	1	1	Gr. W. (C. & L. & W.) ..... Canada.	359,109		
Dec. 31, 1876	217.6				16	11	3	500	Green Bay and Minnesota ..... Wis.	12,230,568		
Sept. 30, 1876	21.3				2	1	1	1	Greenwich and Columbia ..... N. York.	25,610		
Dec. 31, 1876	43.4				2	6	2	18	Greenwich and Columbia (G. & S.) N. Y.	3,623,908		
June 30, 1876	14.0				10	8	8	166	Greenwich and Columbia (G. & S.) N. Y.	3,623,908		
Sept. 30, 1876	115.0				1	1	1	1	Hanibal and St. Joseph ..... Mo. & Ill.	22,651,724		
Dec. 31, 1876	206.0				79	61	62	1,442	Hanover Junction, Han. & Gettysb. Pa.	833,487		
Sept. 30, 1876	8.0				2	6	2	6	Hanover Junction, Han. & Gettysb. Pa.	833,487		
June 30, 1876	4.0				1	1	1	1	Harrisburg and Potomac ..... N. York & Pa.	8,000,000		
Sept. 30, 1876	40.2				35	37	17	389	Hartford, Prov. & Fitchburg ..... Ct. & R. I.	4,553,445		
Dec. 31, 1876	22.3				2	8	2	8	Havanna, Ponce and Eastern ..... Ill.	31,999		
June 30, 1876	74.0				19	19	8	420	Houston and Texas Central, Conn.	2,632,464		
Sept. 30, 1876	142.0				65	40	21	1,296	Huntingdon and Broad Top Mt. Pa.	4,384,329		
Dec. 31, 1876	14.2				18	4	4	4	Huntingdon and St. Louis (cont.) Pa.	1,457,773		
June 30, 1876	14.5				1	8	8	1	Illinois Central, Mo. & Ill.	87,695,296		
Sept. 30, 1876	70.5				202	116	61	1,960	Illinois Midland ..... Ill.	6,175,200		
Dec. 31, 1876	175.7				13	2	2	2	International & Great Northern ..... Tex.	15,411,427		
June 30, 1876	11.0				2	2	2	2	Ironton ..... Penn.	1,577,500		
Sept. 30, 1876	23.6				2	2	2	2	Jackson, Lansing and Saginaw, Mich.	250,000		
Dec. 31, 1876	30.2				29	1	1	36	Jacksonville, N. West & So. East ..... Ill.	992,670		
June 30, 1876	153.0				8	1	1	1	Jacksonville, N. West & So. East ..... Ill.	992,670		
Dec. 31, 1876	45.1				1	1	1	1	Jamestown and Franklin (L. S. & M. S.) Pa.	4,890,050		
Sept. 30, 1876	110.0				44	33	12	735	Jefferson, Madison and Ind. Pa. & N. Y.	6,131,287		
Dec. 31, 1876	13.0				20	0	0	0	Joliet and Oshkosh (C. & A.) Ill.	1,800,000		
June 30, 1876	87.6				5	4	4	4	Joliet and Oshkosh (C. & A.) Ill.	1,800,000		
Dec. 31, 1876	55.0				92	1	1	1	Kansas City and G. Bay (L. S. & M. S.) Mich.	1,964,121		
Sept. 30, 1876	99.3				27	18	11	273	Kansas City, St. Joseph & Co. Mo. & Ia.	5,484,135		
Dec. 31, 1876	31.9				1	1	1	1	Kansas City & Santa Fe (L. S. & M. S.) Kan.	1,440,000		
June 30, 1876	68.0				38	41	16	118	Kansas City & Santa Fe (L. S. & M. S.) Kan.	1,440,000		
Sept. 30, 1876	63.6				63	9	9	9	Kentucky Pacific ..... Ky.	34,565,641		
Dec. 31, 1876	90.0				16	16	6	6	Knox and Des Moines ..... Iowa.	2,252,801		
Sept. 30, 1876	102.2				13	10	4	4	Knox and Des Moines ..... Iowa.	2,252,801		
Dec. 31, 1876	86.3				6	10	3	3	Knox and Des Moines ..... Iowa.	2,252,801		
Sept. 30, 1876	80.3				3	3	3	3	Lake Champlain and Moriah (T. W. & W.) N. York.	200,000		
Dec. 31, 1876	87.0				4	4	4	4	Lake Erie and Louisville, Ohio.	2,427,375		



Sept. 30, 1877	404.178	87.1003	L. S. & Mich. S. N. Y. P. O. Mich., Ind. & Ill.	65,455,777	14,378,799	50,000,000	38,000,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000	
Oct. 31, 1877	11	2	345	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Nov. 30, 1877	12	3	346	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Dec. 31, 1877	13	4	347	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jan. 31, 1878	14	5	348	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Feb. 28, 1878	15	6	349	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Mar. 31, 1878	16	7	350	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Apr. 30, 1878	17	8	351	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
May 31, 1878	18	9	352	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jun. 30, 1878	19	10	353	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jul. 31, 1878	20	11	354	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Aug. 31, 1878	21	12	355	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Sept. 30, 1878	22	13	356	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Oct. 31, 1878	23	14	357	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Nov. 30, 1878	24	15	358	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Dec. 31, 1878	25	16	359	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jan. 31, 1879	26	17	360	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Feb. 28, 1879	27	18	361	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Mar. 31, 1879	28	19	362	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Apr. 30, 1879	29	20	363	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
May 31, 1879	30	21	364	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jun. 30, 1879	31	22	365	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jul. 31, 1879	32	23	366	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Aug. 31, 1879	33	24	367	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Sept. 30, 1879	34	25	368	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Oct. 31, 1879	35	26	369	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Nov. 30, 1879	36	27	370	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Dec. 31, 1879	37	28	371	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jan. 31, 1880	38	29	372	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Feb. 28, 1880	39	30	373	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Mar. 31, 1880	40	31	374	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Apr. 30, 1880	41	32	375	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
May 31, 1880	42	33	376	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jun. 30, 1880	43	34	377	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jul. 31, 1880	44	35	378	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Aug. 31, 1880	45	36	379	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Sept. 30, 1880	46	37	380	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Oct. 31, 1880	47	38	381	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Nov. 30, 1880	48	39	382	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Dec. 31, 1880	49	40	383	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jan. 31, 1881	50	41	384	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Feb. 28, 1881	51	42	385	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Mar. 31, 1881	52	43	386	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Apr. 30, 1881	53	44	387	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
May 31, 1881	54	45	388	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jun. 30, 1881	55	46	389	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jul. 31, 1881	56	47	390	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Aug. 31, 1881	57	48	391	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Sept. 30, 1881	58	49	392	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Oct. 31, 1881	59	50	393	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Nov. 30, 1881	60	51	394	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Dec. 31, 1881	61	52	395	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Jan. 31, 1882	62	53	396	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Feb. 28, 1882	63	54	397	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	147,829	17,881	1,178,801	6,367,925	2,784,801	5,612,254	15,211,434	4,837,219	11,000
Mar. 31, 1882	64	55	398	Lake Superior and Mississippi..... Minn.	7,374,980	721,755	8,125,000	7,692,000	1								



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Rolling Stock signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.										Operations.		Earnings.		Value of Shares.															
Property and Assets.										Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Par.		P. n. c.			
Accounts and Cash.										M.		M.		Number.		Tons.													
Stocks.										Bonds.		Accounts.		Surplus Income.		M.		M.		M.		M.		M.		M.			
Rolling Stock.										Annota.		M.		M.		M.		M.		M.		M.		M.		M.			
Railroad.										M.		M.		M.		M.		M.		M.		M.		M.		M.			
Companies.										Pa.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.			
Freight.										B. M. R.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.			
Engines.										Pa.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.		Pa.			
2d Track and Buildings.										M.		M.		M.		M.		M.		M.		M.		M.		M.			
Main Line.										M.		M.		M.		M.		M.		M.		M.		M.		M.			
Year ending.										M.		M.		M.		M.		M.		M.		M.		M.		M.			
1876										1876		1876		1876		1876		1876		1876		1876		1876		1876		1876	
1877										1877		1877		1877		1877		1877		1877		1877		1877		1877		1877	
1878										1878		1878		1878		1878		1878		1878		1878		1878		1878		1878	
1879										1879		1879		1879		1879		1879		1879		1879		1879		1879		1879	
1880										1880		1880		1880		1880		1880		1880		1880		1880		1880		1880	
1881										1881		1881		1881		1881		1881		1881		1881		1881		1881		1881	
1882										1882		1882		1882		1882		1882		1882		1882		1882		1882		1882	
1883										1883		1883		1883		1883		1883		1883		1883		1883		1883		1883	
1884										1884		1884		1884		1884		1884		1884		1884		1884		1884		1884	
1885										1885		1885		1885		1885		1885		1885		1885		1885		1885		1885	
1886										1886		1886		1886		1886		1886		1886		1886		1886		1886		1886	
1887										1887		1887		1887		1887		1887		1887		1887		1887		1887		1887	
1888										1888		1888		1888		1888		1888		1888		1888		1888		1888		1888	
1889										1889		1889		1889		1889		1889		1889		1889		1889		1889		1889	
1890										1890		1890		1890		1890		1890		1890		1890		1890		1890		1890	
1891										1891		1891		1891		1891		1891		1891		1891		1891		1891		1891	
1892										1892		1892		1892		1892		1892		1892		1892		1892		1892		1892	
1893										1893		1893		1893		1893		1893		1893		1893		1893		1893		1893	
1894										1894		1894		1894		1894		1894		1894		1894		1894		1894		1894	
1895										1895		1895		1895		1895		1895		1895		1895		1895		1895		1895	
1896										1896		1896		1896		1896		1896		1896		1896		1896		1896		1896	
1897										1897		1897		1897		1897		1897		1897		1897		1897		1897		1897	
1898										1898		1898		1898		1898		1898		1898		1898		1898		1898		1898	
1899										1899		1899		1899		1899		1899		1899		1899		1899		1899		1899	
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1901										1901		1901		1901		1901		1901		1901		1901		1901		1901		1901	
1902										1902		1902		1902		1902		1902		1902		1902		1902		1902		1902	
1903										1903		1903		1903		1903		1903		1903		1903		1903		1903		1903	
1904										1904		1904		1904		1904		1904		1904		1904		1904		1904		1904	
1905										1905		1905		1905		1905		1905		1905		1905		1905		1905		1905	
1906										1906		1906		1906		1906		1906		1906		1906		1906		1906		1906	
1907										1907		1907		1907		1907		1907		1907		1907		1907		1907		1907	
1908										1908		1908		1908		1908		1908		1908		1908		1908		1908		1908	
1909										1909		1909		1909		1909		1909		1909		1909		1909		1909		1909	
1910										1910		1910		1910		1910		1910		1910		1910		1910		1910		1910	
1911										1911		1911		1911		1911		1911		1911		1911		1911		1911		1911	
1912										1912		1912		1912		1912		1912		1912		1912		1912		1912		1912	
1913										1913		1913		1913		1913		1913		1913		1913		1913		1913		1913	
1914										1914		1914		1914		1914		1914		1914		1914		1914		1914		1914	
1915										1915		1915		1915		1915		1915		1915		1915		1915		1915		1915	
1916										1916		1916		1916		1916		1916		1916		1916		1916		1916		1916	
1917										1917		1917		1917		1917		1917		1917		1917		1917		1917		1917	
1918										1918		1918		1918		1918		1918		1918		1918		1918		1918		1918	
1919										1919		1919		1919		1919		1919		1919		1919		1919		1919		1919	
1920										1920		1920		1920		1920		1920		1920		1920		1920		1920		1920	
1921										1921		1921		1921		1921		1921		1921		1921		1921		1921		1921	
1922										1922		1922		1922		1922		1922		1922		1922		1922		1922		1922	
1923										1923		1923		1923		1923		1923		1923		1923		1923		1923		1923	
1924										1924		1924		1924		1924		1924		1924		1924		1924		1924		1924	
1925										1925		1925		1925		1925		1925		1925		1925		1925		1925		1925	
1926										1926		1926		1926		1926		1926		1926		1926		1926		1926		1926	
1927										1927		1927		1927		1927		1927		1927		1927		1927		1927		1927	
1928										1928		1928		1928		1928		1928		1928		1928		1928		1928		1928	
1929										1929		1929		1929		1929		1929		1929		1929		1929		1929		1929	
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1931										1931		1931		1931		1931		1931		1931		1931		1931		1931		1931	
1932										1932		1932		1932		1932		1932		1932		1932		1932		1932		1932	
1933										1933		1933		1933		1933		1933		1933		1933		1933		1933		1933	
1934										1934		1934		1934		1934		1934		1934		1934		1934		1934		1934	
1935										1935		1935		1935		1935		1935		1935		1935		1935		1935		1935	
1936										1936		1936		1936		1936		1936		1936		1936		1936		1936		1936	
1937										1937		1937		1937		1937		1937		1937		1937		1937		1937		1937	
1938										1938		1938		1938		1938		1938		1938		1938		1938		1938		1938	
1939										1939		1939		1939		1939		1939		1939		1939		1939		1939		1939	
1940										1940		1940		1940		1940		1940		1940		1940		1940		1940		1940	
1941										1941		1941		1941		1941		1941		1941		1941		1941		1941		1941	
1942										1942		1942		1942		1942		1942		1942		1942		1942		1942		1942	
1943										1943		1943		1943		1943		1943		1943		1943		1943		1943		1943	
1944										1944		1944		1944		1944		1944		1944		1944		1944		1944		1944	
1945										1945		1945		1945		1945		1945		1945		1945		1945		1945		1945	
1946										1946		1946		1946		1946		1946		1946		1946		1946		1946		1946	
1947										1947		1947		1947		1947		1947		1947		1947		1947		1947		1947	
1948										1948		1948		1948		1948		1948		1948		1948		1948		1948		1948	
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1950										1950		1950		1950		1950		1950		1950		1950		1950		1950		1950	
1951										1951		1951		1951		1951		1951		1951		1951		1951		1951		1951	
1952										1952		1952		1952		1952		1952		1952		1952		1952		1952		1952	
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1954										1954		1954		1954		1954		1954		1954		1954		1954		1954		1954	
1955										1955		1955		1955		1955		1955		1955		1955		1955		1955		1955	
1956										1956		1956		1956		1956		1956		1956		1956		1956		1956		1956	
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Dec. 31, 1875	85.0	142,426	7,215,828	100
Jan. 31, 1876	85.0	142,426	7,215,828	100
Feb. 28, 1876	85.0	142,426	7,215,828	100
Mar. 31, 1876	85.0	142,426	7,215,828	100
Apr. 30, 1876	85.0	142,426	7,215,828	100
May 31, 1876	85.0	142,426	7,215,828	100
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Dec. 31, 1876	85.0	142,426	7,215,828	100
Jan. 31, 1877	85.0	142,426	7,215,828	100
Feb. 28, 1877	85.0	142,426	7,215,828	100
Mar. 31, 1877	85.0	142,426	7,215,828	100
Apr. 30, 1877	85.0	142,426	7,215,828	100
May 31, 1877	85.0	142,426	7,215,828	100
Jun. 30, 1877	85.0	142,426	7,215,828	100
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Dec. 31, 1877	85.0	142,426	7,215,828	100
Jan. 31, 1878	85.0	142,426	7,215,828	100
Feb. 28, 1878	85.0	142,426	7,215,828	100
Mar. 31, 1878	85.0	142,426	7,215,828	100
Apr. 30, 1878	85.0	142,426	7,215,828	100
May 31, 1878	85.0	142,426	7,215,828	100
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Dec. 31, 1878	85.0	142,426	7,215,828	100
Jan. 31, 1879	85.0	142,426	7,215,828	100
Feb. 28, 1879	85.0	142,426	7,215,828	100
Mar. 31, 1879	85.0	142,426	7,215,828	100
Apr. 30, 1879	85.0	142,426	7,215,828	100
May 31, 1879	85.0	142,426	7,215,828	100
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Nov. 30, 1879	85.0	142,426	7,215,828	100
Dec. 31, 1879	85.0	142,426	7,215,828	100
Jan. 31, 1880	85.0	142,426	7,215,828	100
Feb. 28, 1880	85.0	142,426	7,215,828	100
Mar. 31, 1880	85.0	142,426	7,215,828	100
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Feb. 28, 1882	85.0	142,426	7,215,828	100
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Apr. 30, 1882	85.0	142,426	7,215,828	100
May 31, 1882	85.0	142,426	7,215,828	100
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Dec. 31, 1882	85.0	142,426	7,215,828	100
Jan. 31, 1883	85.0	142,426	7,215,828	100
Feb. 28, 1883	85.0	142,426	7,215,828	100
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Dec. 31, 1883	85.0	142,426	7,215,828	100
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Apr. 30, 1886	85.0	142,426	7,215,828	100
May 31, 1886	85.0	142,426	7,215,828	100
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Nov. 30, 1890	85.0	142,426	7,215,828	100
Dec. 31, 1890	85.0	142,426	7,215,828	100
Jan. 31, 1891	85.0	142,426	7,215,828	100
Feb. 28, 1891	85.0	142,426	7,215,828	100
Mar. 31, 1891	85.0	142,426	7,215,828	100
Apr. 30, 1891	85.0	142,426	7,215,828	100
May 31, 1891	85.0	142,426	7,215,828	100
Jun. 30, 1891	85.0	142,426	7,215,828	100
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Sep. 30, 1891	85.0	142,426	7,215,828	100
Oct. 31, 1891	85.0	142,426	7,215,828	100
Nov. 30, 1891	85.0	142,426	7,215,828	100
Dec. 31, 1891	85.0	142,426	7,215,828	100
Jan. 31, 1892	85.0	142,426	7,215,828	100
Feb. 28, 1892	85.0	142,426	7,215,828	100
Mar. 31, 1892	85.0	142,426	7,215,828	100
Apr. 30, 1892	85.0	142,426	7,215,828	



## Dt. of Columbia 3-65 Bonds.

The following is an extract from section 4 of the "Act providing a permanent form of government for the District of Columbia," which passed both Houses of Congress, and received the signature of the President on the 12th inst.

Hereafter the Secretary of the Treasury shall pay the interest on the 3-65 bonds of the District of Columbia issued in pursuance of the Act of Congress approved June 20, 1874, when the same shall become due and payable, and all amounts so paid shall be credited as a part of the appropriation for the year by the United States towards the expenses of the District of Columbia as hereinbefore provided.

The preceding provision referred to is the one which requires Congress annually to appropriate 50 per centum of the approved estimates of the amount necessary to defray the total expenses of the District Government during the ensuing year.

## Statement of the Public Debt of the United States, June 1, 1878.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$280,000 00	\$5,416 66
6 per cent. bonds, 1861 (Oregon), 1861.....	18,415,000 00	400,375 00
6 per cent. bonds, 1861.....	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	4,788,038 75
6 per cent. 1881 bonds, 1863.....	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864.....	194,566,300 00	2,432,078 75
6 per cent. consols, 1865.....	104,866,050 00	2,671,461 25
6 per cent. consols, 1867.....	310,616,300 00	7,765,407 50
6 per cent. consols, 1868.....	37,466,300 00	936,632 50
5 per cent. funded loan of 1861.....	508,440,350 00	2,118,501 46
4 per cent. funded loan of 1891.....	235,000,000 00	2,643,750 00
4 per cent. funded loan of 1907.....	91,850,000 00	612,333 83

Aggregate of debt bearing coin interest.....\$1,768,735,650 00 \$26,277,555 20  
Interest due and unpaid.....4,526,227 09

## DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....\$14,000,000 00 \$175,000 00

## DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837.....	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 39
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	432,250 00	465 82
6 per cent. 5-20 bonds, called June, 1864.....	99,950 00	636 49
6 per cent. 5-20 bonds, called 1865.....	371,300 00	70,263 52
6 per cent. Consol. bonds, called, 1865.....	4,489,400 00	136,150 08
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,800 00	102 00
6 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,800 00	1,148 15
5 per cent. 1 year notes, 1863.....	51,635 00	2,594 85
5 per cent. 2 year notes, 1863.....	38,950 00	2,165 08
6 per cent. compound interest notes, 1863-64.....	275,940 00	65,753 55
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	157,700 00	7,089 16
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 06
5 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$4,143,500 26 \$349,368 55

## DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$62,297 50
Legal tender notes, 1862-63.....	346,681,016 00
Certificates of deposit.....	35,705,000 00
Fractional currency, 1902-3-4.....	16,658,698 58
Gold certificates, 1863.....	52,481,000 00
Silver certificates.....	342,000 00
Unclaimed interest.....	7,267 03

Aggregate of debt bearing no interest.....\$451,930,652 08 \$7,267 03

## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 5 per cent.....	\$738,519,000 00	
Bonds at 3 per cent.....	703,268,650 00	
Bonds at 4 per cent.....	235,000,000 00	
Bonds at 4 per cent.....	91,850,000 00	
	\$1,768,735,650 00	\$30,803,782 29
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 percent.....	14,000,000 00	175,000 00
Debt on which interest has ceased since maturity.....	6,143,500 26	349,368 55
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,748,313 50	
Certificates of deposit.....	35,705,000 00	
Fractional currency.....	16,658,698 58	
Coin and Silver Certificates.....	52,823,640 00	
	\$451,930,652 08	
Unclaimed interest.....		7,267 03

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,240,809,802 34 \$31,335,417 87  
\$2,272,145,220 21

## AMOUNT IN TREASURY.

Coin.....	\$189,708,021 10
Currency.....	3,094,748 47
Currency held for redemption of fractional currency.....	10,000,000 00
Special deposit held for redemption of certificates of deposit as provided by law.....	35,705,000 00
	\$238,507,769 57
Debt, less amount in Treasury, June 1, 1878.....	\$2,033,637,450 64
Debt, less amount in Treasury, on the 1st ult.....	2,036,70,648 72
Decrease of debt during the past month.....	\$3,070,195 08
Decrease of debt since June 30, 1877.....	26,520,772 62

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.

## INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$647,123 00
Kansas Pacific bonds, 1862-64.....	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.....	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,615,587 80

Interest paid by United States, \$37,896,334 50; interest repaid by transportation of mails, &c., \$9,452,677 03; balance of interest paid by United States, \$28,443,757 47.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1878.

JOHN SHERMAN,  
Secretary of the Treasury.

## Erie Railway.

The gross earnings, working expenses and net earnings of the Erie Railway for the month of March, 1877 and 1878, were as follows:

	1877.	1878.
Gross earnings.....	\$1,170,714 02	\$1,147,207 93
Expenses.....	797,144 88	825,369 47

Net earnings... \$373,569 14 \$321,838 46

The net earnings for the first six months of the financial year exceed those for the same period last year by \$746,204 76.

## Gt. Western Railway of Canada.

The gross earnings, working expenses and net earnings of the Great Western Railway of Canada for the month of April, 1877 and 1878, were as follows:

	1877.	1878.
Gross earnings.....	\$334,000	\$305,900
Working expenses.....	265,300	268,300

Net earnings..... \$68,700 \$37,600

—showing a decrease in earnings of \$28,100, an increase in working expenses of \$3,000, and a decrease in net earnings of \$31,100.

The Philadelphia and Reading Railroad Company shipped 181,000 tons of coal during the week ending Saturday, June 8th.

## Philadelphia Stock Exchange.

Closing Prices for the week ending June 11.

	W. 5.	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.
Allegheny Val. 7 3-10s.....	26	26	26	26	26	26
7s, Income.....	26	26	26	26	26	26
Camden & Am. 6s, 1885.....	108	108	108	108	108	108
6s, 1889.....	108	108	108	108	108	108
Mort. 6s, 1889.....	108	108	108	108	108	108
Camden and Atlantic.....	101	101	101	101	101	101
Preferred.....	101	101	101	101	101	101
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
Catawissa.....	34	34	34	34	34	34
Preferred.....	34	34	34	34	34	34
New preferred.....	31	31	31	31	31	31
7s, new.....	40	40	40	40	40	40
Del. & Bound Brook.....	106	106	106	106	106	106
7s.....	40	40	40	40	40	40
Elmira & Williamsport.....	106	106	106	106	106	106
Preferred.....	106	106	106	106	106	106
Hunt. & B. Top Mt.....	106	106	106	106	106	106
Preferred.....	106	106	106	106	106	106
2d mortgage.....	106	106	106	106	106	106
Lehigh Navigation.....	17	17	17	17	17	17
6s, 1884.....	103	103	103	103	103	103
Gold Loan.....	90	90	90	90	90	90
Railroad Loan.....	103	103	103	103	103	103
Conv. Gold Loan.....	72	72	72	72	72	72
Lehigh Valley.....	38	38	38	38	38	38
6s, new, coupon.....	108	108	108	108	108	108
6s, new, registered.....	108	108	108	108	108	108
7s.....	97	97	97	97	97	97
Consol. mort. 6s.....	97	97	97	97	97	97
Little Schuylkill.....	34	34	34	34	34	34
Minehill & Sch. Haven.....	34	34	34	34	34	34
North Pennsylvania.....	34	34	34	34	34	34
1st mortgage 6s.....	34	34	34	34	34	34
2d mortgage 7s.....	34	34	34	34	34	34
Gen'l mort. 7s, coup.....	105	105	105	105	105	105
Gen'l Mort. 7s, reg.....	105	105	105	105	105	105
Northern Central.....	30	30	30	30	30	30
Pennsylvania R. R.....	30	30	30	30	30	30
1st mortgage.....	160	160	160	160	160	160
Gen'l mortgage.....	109	109	109	109	109	109
Gen'l mort. reg.....	109	109	109	109	109	109
Consol. mort. 6s.....	110	110	110	110	110	110
Penn. & N.Y. Canal 7s.....	110	110	110	110	110	110
Penn. State 6s, 2d series.....	114	114	114	114	114	114
do, 3d series 114.....	114	114	114	114	114	114
do, 5s, new.....	114	114	114	114	114	114
Philadelphia City 6s.....	113	113	113	113	113	113
6s, new.....	113	113	113	113	113	113
Phila. and Reading.....	15	15	15	15	15	15
Debtenture bonds.....	15	15	15	15	15	15
7s, of 1893.....	15	15	15	15	15	15
7s, new convertible.....	50	50	50	50	50	50
Gen'l mortgage 7s.....	100	100	100	100	100	100
Gen'l mortgage, reg. 100.....	100	100	100	100	100	100
Philadelphia and Erie.....	104	104	104	104	104	104
1st mortgage, 6s.....	104	104	104	104	104	104
2d mortgage, 7s.....	104	104	104	104	104	104
Pittsb., Cin. & St. L. 7s.....	90	90	90	90	90	90
Pittsb., Titusv. & Buff. 5 1/2.....	51	51	51	51	51	51
7s.....	48	48	48	48	48	48
Schuylkill Navigation.....	87	87	87	87	87	87
Preferred.....	87	87	87	87	87	87
6s, 1872.....	121	121	121	121	121	121
6s, 1882.....	121	121	121	121	121	121
6s, 1890.....	121	121	121	121	121	121
United Co. of N. Jersey 12 1/2.....	71	71	71	71	71	71
Hestonville, (Horse).....	71	71	71	71	71	71
Chestnut & Wal. (do.).....	40	40	40	40	40	40
Germantown (do.).....	40	40	40	40	40	40
Green and Conter (do.).....	40	40	40	40	40	40
Lombard & 8th (do.).....	40	40	40	40	40	40
2d and 3d streets (do.).....	40	40	40	40	40	40
Spruce and Pine (do.).....	40	40	40	40	40	40
13th and 15th sts (do.).....	40	40	40	40	40	40

## Baltimore Stock Exchange.

Closing Prices for the week ending June 11.

	W. 5.	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.
Baltimore and Ohio ..	79	79	77			78
6s, 1880 .....						
6s, 1885 .....						
Central Ohio .....						
1st mortgage .....						
Marietta & Cincinnati .....						
1st mortgage, 7s .....						
2d mortgage, 7s .....						
3d mortgage, 8s .....		13	13			
Northern Central .....	14					
2d mortgage, 6s 1885 .....						
3d mortgage, 6s, 1900 .....						
6s, 1900, Gold .....	95					95
Orange and Alex. 1st .....						
2d mortgage, 6s .....						
3d mortgage, 8s .....						
4th mortgage, 8s .....						
O., Alex. & Manassas 7 1/2 .....	48					
Pittsb. & Connellsburg 7s .....	96				95	
Virginia 6s, Consol. 1/2 .....	59	59	58	58	58	58
Consol. Coupons .....	83	83	83	83	83	
Deferred Certificates .....						
Western Maryland .....						
1st M., end. by Balt. .....						
2d M., do. ....						
3d M., do. ....						
1st M., unendorsed .....						
2d M., end. Wash. Co. ....						
3d Mort., preferred .....						
City Passenger R. R. ....						



## New York Stock Exchange.

Closing Prices for the week ending June 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
Adams Express.....	103	103	103	103	103	103
Albany and Susq.....	83	84	84	85	85	85
1st mortgage.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
American Express.....	49	49	49	49	49	49
Am. Dock and Imp. 7s.....	24	24	24	24	24	24
Atlantic & Pacific Tel. 24	24	24	24	24	24	24
Burl. O. R. & Nor.....	82	82	82	82	82	82
1st mortgage 5s.....	69	69	69	69	69	69
Central of N. Jersey 30	30	30	30	30	30	30
1st mortgage, new.....	113	113	113	114	114	114
7s, consolidated.....	84	84	84	84	84	84
7s, convertible.....	108	108	108	108	108	108
Central Pacific 6s, gold 108	108	108	108	108	108	108
1st M. (San Joaquin).....	91	91	91	91	91	91
1st M. (Cal. and Or.).....	81	81	81	81	81	81
Land grant 6s.....	81	81	81	81	81	81
Chicago and Alton 80	81	81	81	81	81	81
Preferred.....	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104
Sinking Fund.....	104	104	104	104	104	104
Income bonds.....	104	104	104	104	104	104
Chic. Burl. & Quincy 106	107	107	107	106	106	106
7s Consol, 1903.....	113	113	113	113	113	113
8s, 1888.....	113	113	113	113	113	113
Chic. & Milwaukee 1st.....	82	82	82	82	82	82
Preferred.....	80	80	80	80	80	80
1st mortgage, 5s.....	112	112	112	112	112	112
2d mortgage, 7 1/2-10s.....	108	108	108	108	108	108
7s, gold.....	108	108	108	108	108	108
1st M. (La Crosse div.).....	110	110	110	110	110	110
1st M. (I. and M. div.).....	106	106	106	106	106	106
1st M. (I. and D. div.).....	106	106	106	106	106	106
1st M. (H. and D. div.).....	106	106	106	106	106	106
1st M. (C. & M. div.).....	106	106	106	106	106	106
Consolidated S. F. 102	102	102	102	102	102	102
Chic. & Northwestern 53	53	53	53	53	53	53
Preferred.....	77	77	77	77	77	77
1st mortgage.....	77	77	77	77	77	77
Sinking Fund.....	77	77	77	77	77	77
Consolidated 7s.....	110	110	110	110	110	110
Consol. Gold bonds.....	99	99	99	99	99	99
Do. reg.....	98	98	98	98	98	98
Chic. Rock Isl. & Pac 119	118	117	116	115	115	115
7s, 1896.....	118	117	116	115	115	115
6s, S. F.....	109	109	109	109	109	109
6s, 1917.....	109	109	109	109	109	109
Clev., Col., C. and Ind. 28	29	31	32	30	30	30
1st mortgage.....	83	83	83	83	83	83
Clev. & Pittsburg guar. 83	83	83	83	83	83	83
7s, Consolidated.....	108	108	108	108	108	108
Clev., P. and Ash. 7s.....	108	108	108	108	108	108
7s, new.....	108	108	108	108	108	108
Col., Chi., & Ind. Cent. 4	4	4	4	4	4	4
1st mortgage.....	4	4	4	4	4	4
2d mortgage.....	12	12	12	12	12	12
Del. & Hudson Canal. 57	57	57	57	57	57	57
Reg. 7s, 1891.....	103	103	103	103	103	103
Reg. 7s, 1884.....	103	103	103	103	103	103
7s, 1894.....	100	100	100	100	100	100
Del. Lack. & Western 57	58	59	59	58	57	57
2d mortgage 7s.....	58	58	58	58	58	58
7s, Convertible.....	58	58	58	58	58	58
7s Consol.....	58	58	58	58	58	58
Det., Mon. & Tol. 1st.....	84	84	84	84	84	84
Det. of Columbia 3-6s.....	84	84	84	84	84	84
Erie Railway.....	16	16	16	16	16	16
Preferred.....	32	32	32	32	32	32
1st mortgage.....	104	104	104	104	104	104
2d mortgage.....	104	104	104	104	104	104
4th mortgage.....	104	104	104	104	104	104
5th mortgage.....	104	104	104	104	104	104
Great Western 1st mort.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Hannibal & St. Joseph.....	12	12	12	12	12	12
Preferred.....	27	27	27	27	27	27
8s, Convertible.....	94	94	94	93	93	93
Hudson River 2d mort.....	85	85	85	85	85	85
Illinois Central.....	83	83	83	83	83	83
Kansas Pacific.....	8	8	8	8	8	8
Lake Shore & Mich. So. 63	64	64	64	63	63	63
Consol. 7s.....	111	111	111	111	111	111
Consol. 7s, reg.....	100	100	100	100	100	100
2d Consolidated.....	100	100	100	100	100	100
Lake Shore Div. bonds.....	47	47	47	47	47	47
Leh. & W.B. 7s, Con.....	47	47	47	47	47	47
Long Dock bonds.....	104	104	104	104	104	104
L'ville & Nash. 7s Consol.....	69	69	69	70	70	70
Michigan Central.....	69	69	69	70	70	70
7s, 1902.....	109	109	109	109	109	109
8s, 1882, S. F.....	110	110	110	110	110	110
M. & N. I. 1st, S. F. 109	88	88	88	88	88	88
Morris and Essex.....	88	88	88	88	88	88
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	107	107	107	107	107	107
7s, Convertible.....	91	91	91	91	91	91
7s, Consolidated.....	111	111	111	111	111	111
N. Y. Cent. & Hud. Riv 110	110	110	110	110	110	110
7s, Sinking fund, 1876.....	104	104	104	104	104	104
6s, Sinking fund, 1883 104	104	104	104	104	104	104
6s, Sinking fund, 1887.....	107	107	107	107	107	107
1st mortgage.....	121	121	121	121	121	121
1st mortgage, reg.....	119	119	119	119	119	119
1st mortgage, reg.....	119	119	119	119	119	119

## New York Stock Exchange.

Closing Prices for the week ending June 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
New Jersey.....	122	122	122	122	122	122
N. Y. N. Haven & Hart 155	155	155	155	155	155	155
North Missouri 1st M.....	107	107	107	107	107	107
Ohio and Mississippi.....	9	9	9	9	9	9
Preferred.....	60	60	60	60	60	60
2d mortgage.....	101	101	101	101	101	101
Consolidated 7s.....	101	101	101	101	101	101
Consol. Sinking fund 100	87	87	87	87	87	87
Ontario Silver.....	19	19	19	19	19	19
Pacific Mail S. S. Co. 19	19	19	19	19	19	19
Pacific R. R. of Mo.....	104	104	104	104	104	104
1st mortgage.....	98	98	98	98	98	98
2d mortgage.....	121	121	121	121	121	121
Panama.....	97	97	97	97	97	97
Pitts., F. W. & Chi. 1st.....	120	120	120	120	120	120
1st mortgage.....	115	115	115	115	115	115
2d mortgage.....	107	107	107	107	107	107
Pullman Palace Car.....	76	76	76	76	76	76
Quicksilver Mining Co.....	16	16	16	16	16	16
Preferred.....	34	34	34	34	34	34
St. L., Alton and T. H.....	12	12	12	12	12	12
Preferred.....	11	11	11	11	11	11
1st mortgage.....	89	89	89	89	89	89
2d mort. preferred.....	88	88	88	88	88	88
Income bonds.....	64	64	64	64	64	64
St. L., Iron Mt. & S. 1st.....	112	112	112	112	112	112
1st mortgage.....	112	112	112	112	112	112
2d mortgage.....	101	101	101	101	101	101
St. L., Jack. & Chi. 1st.....	4	4	4	4	4	4
St. L., Kan. City & N.....	21	21	21	21	21	21
Preferred.....	70	70	70	70	70	70
Tol., P. & War. 1st E.D.....	108	108	108	108	108	108
1st mort., West. Div.....	107	107	107	107	107	107
Union Pacific.....	108	108	108	108	108	108
1st mortgage.....	107	107	107	107	107	107
Land Grant 7s.....	102	102	102	102	102	102
Sinking Fund 8s.....	102	102	102	102	102	102
United States Express.....	48	48	48	48	48	48
Wabash.....	16	16	16	16	16	16
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
7s, Consolidated.....	74	74	74	74	74	74
St. Louis Division.....	95	95	95	95	95	95
Wells-Fargo Express.....	104	104	104	104	104	104
Western Pacific bonds.....	84	84	84	84	84	84
Western Union Tel.....	85	85	85	85	85	85
7s, S. F. conv., 1900.....	108	108	108	108	108	108

## Boston Stock Exchange.

Closing Prices for the week ending June 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
Atch., Top. and San. Fe 21	31	31	31	31	31	31
1st mortgage.....	103	103	103	104	104	104
2d mortgage.....	77	78	79	79	80	80
Land Grant 7s.....	102	101	102	102	102	103
Income 8s.....	121	121	121	121	121	121
Boston and Albany.....	114	114	115	115	115	115
7s, reg.....	114	114	115	115	115	115
6s, 1895.....	75	75	75	75	75	75
Boston and Lowell.....	75	75	75	75	75	75
7s.....	75	75	75	75	75	75
Boston and Maine.....	102	102	102	103	103	103
Boston and Providence.....	102	102	102	102	102	102
Boston, Hart. & Erie 7s.....	12	13	13	14	14	14
Boston Water Power.....	11	11	11	11	11	11
Burl. & Mo. R. L. G. 7s.....	99	99	99	112	112	112
Burl. & Mo. R. in Feb. 59	99	99	99	99	99	99
8s, old.....	112	112	111	115	115	115
8s, new.....	112	112	111	115	115	115
Chl., Burl. and Quincy 106	107	106	107	167	167	167
7s.....	109	109	110	109	109	109
8s, new.....	109	109	110	109	109	109
Ctn., Sand. and Clev.....	2	1	1	3	3	3
Concord (\$50).....	72	72	72	72	72	72
Connecticut River.....	71	71	71	71	71	71
Eastern.....	71	71	71	71	71	71
Scrip.....	63	63	63	63	63	63
New 31 Bonds.....	63	63	63	63	63	63
Fitchburg.....	32	32	32	116	116	116
Kan. O., Top. & West. 32	32	32	32	34	34	34
1st mortgage.....	104	104	104	105	105	105
Michigan Central.....	104	104	104	105	105	105
Nashua and Lowell.....	70	70	70	70	70	70
Northern, N. H.....	87	87	87	87	87	87
Norwich & Worcester.....	130	130	130	130	130	130
Ogden & Lake Champ 27	28	28	28	31	31	31
Preferred.....	88	89	90	90	100	100
Old Colony.....	103	103	103	103	103	103
7s.....	103	103	103	103	103	103
Ph., Wil. & Balt. (\$50) 64	64	61	61	64	64	64
Portl'd, Saco & Ports. 85	85	85	85	85	85	85
Pueblo & Ark. Val.....	22	23	23	25	25	25
7s.....	99	99	99	99	99	100
Pullman Palace Car.....	70	70	70	70	70	70
Union Pacific.....	70	70	70	70	70	70
6s.....	105	105	105	105	105	105
Land Grant 7s.....	105	105	105	105	105	105
Sinking Fund 8s.....	99	100	100	100	100	99
Vermont and Canada.....	100	100	100	100	100	100
Vermont and Mass.....	100	100	100	100	100	100
Worcester and Nashua 30	30	30	30	30	30	30
Cambridge (Horse).....	176	177	177	179	179	179
Metropolitan ( " ).....	176	177	177	179	179	179
Middlesex ( " ).....	176	177	177	179	179	179
Central Mining Co.....	176	177	177	179	179	179
Calumet and Hecla.....	176	177	177	179	179	179
Copper Falls.....	176	177	177	179	179	179
Franklin.....	176	177	177	179	179	179
Quincy.....	176	177	177	179	179	179

More liberal purchases have been reported of the favorite issues of Government Securities which have been taken freely on investment account, at generally stronger prices, closing on Wednesday as a rule strong. At the close on Wednesday the current quotations were as follows:

United States 6s, 1881, registered, 106 $\frac{1}{2}$ @106 $\frac{3}{4}$ ; do. coupon, 109 $\frac{1}{2}$ @100 $\frac{1}{4}$ ; 5-20s, 1885, new, registered, 101 $\frac{1}{2}$ @102; do. coupon, 104 $\frac{1}{2}$ @106; do. 1887, registered, 104 $\frac{1}{2}$ @105; do. coupon, 107 $\frac{1}{2}$ @108; do. 1868, registered, 107@107 $\frac{1}{2}$ ; do. coupon, 110 $\frac{1}{2}$ @110 $\frac{1}{4}$ ; ten-forties, registered, 107 $\frac{1}{2}$ @107 $\frac{3}{4}$ ; do. coupon, 107 $\frac{3}{4}$ @107 $\frac{1}{2}$ ; five per cents, 1881, registered, 105 $\frac{3}{4}$ @106 $\frac{1}{4}$ ; do. coupon, 105 $\frac{3}{4}$ @106; 4 $\frac{1}{2}$  per cents, 1891, registered, 103 $\frac{3}{4}$ @103 $\frac{1}{2}$ ; do. coupon, 103 $\frac{3}{4}$ @103 $\frac{1}{2}$ ; 4 per cents, 1907, reg., 100 $\frac{3}{4}$ @100 $\frac{1}{2}$ ; do. coupon, 101 $\frac{1}{2}$ @101 $\frac{1}{2}$ ; sixes, currency, 119 $\frac{1}{2}$ @120; Central Pacific gold bonds, 108 $\frac{1}{2}$ @108 $\frac{3}{4}$ .

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$349,255,450, and \$13,858,000 as security for public deposits.

The income of the Government from internal revenues last week was about three millions, and from Customs last week about 2 $\frac{1}{4}$  millions.

State Bonds have been in fair request, chiefly on investment account, but have been quoted variable as to price. Less activity has been reported in Railway Mortgages, the recent extraordinary investment demand for the favorite loans having been followed by a marked falling off in the dealings. Prices, however, as a rule, have shown decided firmness, on light offerings. And in the line of Railway and Miscellaneous share property business has been moderately active, and the market, as a whole, stronger, though characterized by frequent, and, in a few prominent speculative favorites, wide fluctuations.

A fairly supported market has been reported in the Gold speculative line, though on a comparatively moderate volume of dealings. The customs and export drains continued light. The extremes during the week have been 100 $\frac{3}{4}$ @101, closing on Wednesday at 101 as against 101 $\frac{1}{2}$  on Wednesday of the preceding week. The specie outflow last week was only \$154,606—making the total exports of specie hence since January 1, '98, 127,805 against \$16,616,409 the same time in the preceding year. The imports of specie at this port last week were to the amount of \$24,380, and since January 1st have been \$11,902,341 as against \$6,918,803 same time in the preceding year. The Customs demand for gold in the local market last week reached \$1,614,526 or an average of \$269,088 per day.

Foreign Exchange has been moderately sought after and quoted, as a rule, weak. Bankers' sixty day bills on London closed on Wednesday at \$4 84 @ \$4 85; night bills on London at \$4 86 @ \$4 87 to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,695,355 as against \$6,529,778 the corresponding week of 1877. The week's import entries of Foreign Merchandise at New York included \$858,108 of Dry Goods, and \$3,887,247 of General Merchandise. The week's exports of Domestic Produce and Miscellaneous Goods from this port were to the aggregate value of \$6,677,748 against \$6,023,957 same week in 1877; and since Jan. 1

have been \$152,185,260 against \$118,975,094 same time last year.

In the line of Metals business has been generally slow, and values have been quoted, as a rule, weak. Iron has been comparatively dull. Eglington Pig Iron quoted at \$22@23; Glegarnock \$23 @ \$23 50; Coltness \$24; No. 1 American Pig at \$16 50 @ \$18 50; No. 2 do. at \$15 50 @ \$17. Forge \$15 @ \$16. New Iron Rails at works \$33 @ \$37. Old Rails \$13 @ \$18 50. Wrought Scrap \$20 @ \$21. Steel Rails, on the basis of \$43 @ \$45. (20,000 tons were reported as having been purchased on account of the Erie R. R. Co. at \$44.) Ingot Copper for prompt delivery has been inactive on the basis of 16 $\frac{3}{4}$ @16 $\frac{1}{2}$ cts., for early delivery.

Business in Produce and Merchandise has been fairly active for the season especially in domestic produce, but prices have been unsettled. Breadstuffs have been more freely dealt in, in good part for shipment, but at lower figures. Provisions have been in more demand and hog products again quoted higher though leaving off less firmly. Cotton has been in less request, but closed stronger. Naval Stores and Petroleum have been moderately inquired for at about former figures. Foreign merchandise has been in fair demand with values quoted about steady in the leading instances.

An active market has been reported in the line of Ocean freights which have shown more firmness. For Liverpool steamer rates at the close for Grain, quoted at 8 $\frac{1}{2}$ d. per 60lb. Flour, at 2s. 6d. @ 2s. 9d. Provisions, 30s. @ 40s; Leather, 45s. Measurement Goods at 20s. @ 23s. 9d. per ton; Cotton, 4 $\frac{1}{2}$ d. per lb. Liverpool, by sail, Cotton, 4 $\frac{1}{2}$ d. Grain at 7 $\frac{1}{2}$ d.; Flour, 2s. 3d.; Measurement Goods, 15s. @ 20s. Tobacco 27s. 6d.; Oil Cake at 20s. @ 22s. 6d. Grain rates on charter hence for Cork and orders left off at 5s. 10 $\frac{1}{2}$ d. @ 6s.; for the Continent Grain at 5s. 3d. @ 6s. 6d. and from Baltimore for Cork and orders, 6s. @ 6s. 8d. and from Philadelphia at 5s. 10 $\frac{1}{2}$ d. @ 6s. 3d.; from Boston at 5s. 6d. @ 5s. 9d. and from Portland at 5s. 9d. @ 6s., and to the Cape of Good Hope 40s. per ton, and from San Francisco to the United Kingdom (next crop) at 50s. @ 55s. Refined Petroleum hence for Liverpool at 3s. 9d. @ 3s. 10 $\frac{1}{2}$ d.; Cork and orders, 4s. @ 4s. 4 $\frac{1}{2}$ d.; for the Continent, 3s. 6d. @ 4s., for the Baltic at 4s. 6d. @ 5s. and Java at 32 @ 35ct. and Japan 37 $\frac{1}{2}$  @ 42 $\frac{1}{2}$ cts. and for French ports (crude) at 4s. @ 4s. 6d. Gibraltar and orders at 4s. 6d. @ 4s. 9d. @ 5s. 6d. @ 5s. 9d.; do. in cases, from N. Y. to Italian ports, at 25 @ 28cts. and Adriatic 28 @ 32cts. and Constantinople 29cts. Cotton by sail from New Orleans to Liverpool 5-16d.; Ky. Tobacco from New York to Spain at 32s. 6d. @ 37. 6d. and to France at 32s. 6d. @ 35s. Naval Stores from Wilmington, Charleston, or Savannah for Cork and orders at 4s. @ 4s. 3d. and 6s. @ 6s. 3d. Lumber from New York to Montevideo at \$14 and 5 per cent primeage. Savannah to Cadiz \$15. Savannah, Brunswick or Union Island to the River Platte \$19. Deals from St. John (N. B.) to Liverpool at 65s. @ 67s. 6d. Through Provision freight room by steam from the West for Liverpool quoted at the close at 48 @ 53 $\frac{1}{2}$ cts. per 100lbs. as to routes.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Long Island R. R. 1st mort., 99;

N. Y. Elevated R. R. 1st mort., 80 $\frac{1}{2}$ ; Missouri, Kansas and Texas R. R., 3; do. 7s, consol. S. F., 48; do. 2d 10; Canada Southern debent. certifi., 76 $\frac{1}{2}$ ; Galena and Chicago 1st mort., 107 $\frac{1}{2}$ ; South Pacific of Missouri 1st mort., 86 $\frac{1}{2}$ ; Central of New Jersey 1st consol., assented, 71; Buffalo and Erie 7s, new, 110 $\frac{1}{2}$ ; Great Western 2d mort., ex Nov., 1877, coupon, 68; Louisiana and Missouri River 1st mort., 98; Toledo and Wabash 2d mort., 90; do. 7s, consol. ex Aug., 1878, and previous, 41; Grand Rapids and Indiana 1st mort., guar., 95; International 1st mort., with int. certifi., 60; Chicago, Burlington and Quincy 5a. S. F., 93; Winona and St. Peter 1st mort., 100 $\frac{1}{2}$ ; do. 2d mort., 91 $\frac{1}{2}$ ; Syracuse, Binghamton and New York 1st mort., 102 $\frac{1}{2}$ ; Rome, Watertown and Ogdensburg 7s, consol., 31; Quincy and Toledo 1st mort., ex Nov., 1877, coupon, 67 $\frac{1}{2}$ ; Rensselaer and Saratoga 1st mort., 115; Nashville, Chattanooga and St. Louis 1st mort., 100; New Jersey Southern R. R., 1 $\frac{1}{2}$ ; Dubuque and Sioux City R. R., 68 $\frac{3}{4}$ ; Mariposa L. & M., 1 $\frac{1}{2}$ ; Pennsylvania Coal, 155; Canton Co., 17; North Carolina 6s, new, J. & J., 8 $\frac{3}{4}$ ; Louisiana 7s, consol., 71 $\frac{1}{2}$ ; Missouri 6s, 1886, 106 $\frac{3}{4}$ ; do. 1887, 106 $\frac{1}{2}$ ; do. fund., 1894 '95, 109; Tennessee 6s, new series, 35; Missouri 6s, issued to H. and St. J. R. R., 1886, 105; Georgia 7s, new, 109 $\frac{1}{2}$ ; South Carolina 6s, non fund., 2 $\frac{3}{4}$ . The latest quotations are: Adams Exp., 103 @ 108 $\frac{1}{2}$ ; American Exp., 49 @ 49 $\frac{1}{2}$ ; Atlantic and Pacific Telegraph, 23 $\frac{3}{4}$  @ 24 $\frac{1}{4}$ ; Central Railroad of New Jersey, 29 @ 29 $\frac{1}{2}$ ; Chicago, Burlington and Quincy, 106 $\frac{1}{2}$  @ 106 $\frac{3}{4}$ ; Chicago and Alton, 81 @ 82; do. pref., 103 @ 105; Chicago and Northwestern, 49 $\frac{3}{4}$  @ 49 $\frac{1}{2}$ ; do. pref., 74 $\frac{3}{4}$  @ 74 $\frac{1}{2}$ ; Chicago, Milwaukee and St. Paul, 49 $\frac{3}{4}$  @ 49 $\frac{1}{2}$ ; do. pref., 77 $\frac{3}{4}$  @ 77 $\frac{1}{2}$ ; Chicago, Rock Island and Pacific, 115 $\frac{1}{2}$  @ 116; Cleveland, Columbus, Cincinnati and Indianapolis, 30 @ 30 $\frac{1}{2}$ ; Cleveland and Pittsburg, 81 $\frac{1}{2}$  @ 81 $\frac{1}{2}$ ; Delaware and Hudson Canal, 55 $\frac{1}{2}$  @ 56; Delaware, Lackawanna and Western, 57 $\frac{1}{2}$  @ 57 $\frac{1}{2}$ ; Erie, 14 $\frac{1}{2}$  @ 14 $\frac{1}{2}$ ; do. pref., 32 @ 35; Hannibal and St. Joseph, 11 $\frac{1}{2}$  @ 12 $\frac{1}{2}$ ; do. pref., 27 $\frac{1}{2}$  @ 28; Illinois Central, 85 $\frac{1}{4}$  @ 85 $\frac{3}{4}$ ; Kansas Pacific, 7 $\frac{1}{2}$  @ 7 $\frac{1}{2}$ ; Lake Shore and Michigan Southern, 62 $\frac{1}{2}$  @ 62 $\frac{1}{2}$ ; Michigan Central, 67 $\frac{1}{2}$  @ 68 $\frac{1}{2}$ ; Morris and Essex, 83 @ 83 $\frac{1}{2}$ ; N. Y. Central and Hudson River, 109 $\frac{1}{2}$  @ 110; New York and Harlem, 147 $\frac{1}{2}$  @ 149; Ohio and Miss., 8 $\frac{3}{4}$  @ 8 $\frac{3}{4}$ ; Pacific Mail, 18 $\frac{3}{4}$  @ 18 $\frac{3}{4}$ ; Panama, 122 @ 125; Pittsburg, Ft. Wayne and Chicago, 96 @ 97; Quicksilver, 14 @ 15; do. pref., 35 @ 36; St. Louis, Iron Mt. and Southern, 6 $\frac{3}{4}$  @ 7; St. Louis, Kansas City and Northern, 4 $\frac{1}{2}$  @ 4 $\frac{1}{2}$ ; do. pref., 21 @ 21 $\frac{1}{2}$ ; Union Pacific, 69 @ 69 $\frac{1}{2}$ ; U. S. Express, 48 $\frac{1}{2}$  @ 49 $\frac{1}{2}$ ; Wells Fargo Express, 93 @ 94; Western Union Telegraph, 85 @ 85 $\frac{1}{2}$ ; Wabash, 15 $\frac{1}{4}$  @ 15 $\frac{1}{4}$ .

Philadelphia.—Northern Pacific 7.30s, 23; Philadelphia and Reading R. R. scrip, 62; Northern Pennsylvania R. R. scrip, 70; Oil Creek 1st mort., 84; Shamokin Valley and Pottsville 7s, 94 $\frac{1}{2}$ ; United Companies consol. mort. 6s, 103; West Philadelphia R. R. 6s, 110; American Steamship Co. 6s, 72; Philadelphia, Germantown and Norristown R. R., 95 $\frac{1}{2}$ ; Philadelphia and Trenton R. R., 123; West Jersey R. R., 20; do. 6s, 105 $\frac{1}{2}$ ; Nesquehoning Valley R. R., 46; Fifth and Sixth Streets R. R. 84; Empire Car Trust, 97; Central Transp., 38; Pittsburg 6s, 84 $\frac{1}{2}$ ; do. 7s, W. L., 101 $\frac{1}{2}$ ; Cincinnati 7.30s, M. & N., 98 $\frac{1}{2}$ ;



Pennsylvania State 5s, 10-15, 105½. The latest quotations are: City 6s, 105@—; do. free of tax, 113½@—; Pennsylvania State 6s, 2d series, 107@108; do. 3d series, 113½@114½; do. 5s, new loan, 111½@112½; Philadelphia and Reading, 15½@15½; do. Gen'l mort. 7s, coup., 100@100½; do. reg. 100@101; do. mort., 6s, 1880, 103½@105; do. 7s, new conv., 51@54; do. 7s, 1893, 110@112; United New Jersey R. R. and Canal Co., 123½@124½; Pittsburg, Titusville and Buffalo R. R., 5½@5½; do. 7s, 47½@48½; Camden and Amboy mort. 6s, 1889, 108½@108½; Pennsylvania R. R., 29½@30; do. 1st mort., 106@107; do. gen'l mort. coupon, 109@109½; do. reg. 106@—; do. consol. mort. 6s, reg., 93@—; Little Schuyl kill R. R., 42½@43; Morris Canal, 50@—; do. pref., 120@130; Susq. Canal, —@6; do. 6s, 30@40; Schuylkill Nav., 3@6; do. pref., 6@7½; do. 6s, 1882, 58@63; do. 1872, 87@87½; Elmira and Williamsport pref., 39@40½; do. 7s, 106@107; do. 5s, 60@—; Lehigh Coal and Navigation, 16½@16½; do. 6s, 1884, 103½@104; do. R. R. loan, 103½@104; do. Gold Loan, 90½@91½; North Pennsylvania, 35@36; do. 6s, 108½@109; do. 7s, 111@113; do. Gen'l mort. 7s, reg., 105½@106½; Philadelphia and Erie, 6½@8; do. 6s, 102@—; do. 7s, 101½@101½; Minehill, 47@47; Catawissa, 6@8; do. pref., 34½@34½; do. new pref., 30@31; do. 7s, 1900, 104@—; Lehigh Valley, 38½@38½; do. 6s, new coupon, 107½@108½; do. reg., 109@—; do. 7s, reg., 114@115; do. consol. mort., 96½@97½; Fifth and Sixth streets (horse), 82@87; Second and Third, 75@76; Thirteenth and Fifteenth, 43½@44; Spruce and Pine, 33@37; Green and Coates, 39½@40½; Chestnut and Walnut, 61@64; Hestonville, 7½@7½; Germantown, 46@50; Union, 68@—; Lombard and South, 9½@15.

Baltimore.—North Western Virginia R. R. 3d mort. guar., 102; Cincinnati and Baltimore 7s, 85; Virginia and Tennessee 8s, 99½; Baltimore and Ohio R. R. scrip, 77; do. 2d pref., 84; Baltimore City 5s, 1894, 103; do. new, 5s, 103½; do. 6s, 1890, 109½; Cincinnati 7.30s, J. & J., 102½. The latest quotations are: Cincinnati and Baltimore, 7s, 80@89; Wilmington and Weldon 7s, 95@—; Wilmington, Columbia and Augusta 7s, 24@30; Richmond and Danville 1st mort., 70½@71½; Pittsburg and Connelville 7s, 1898, 95@96; Baltimore and Ohio, 76½@77; do. scrip, 76½@77; do. 6s, 1880, 103@104; do. 1885, 104@104½; Washington Branch, 135@175; Northern Central, 114@114½; do. 6s, 1885, 105½@106; do. 6s, 1900, 110@—; do. 6s, 1900, gold, 95@95½; Marietta and Cincinnati 1st mort. 1892, 82@82½; do. 2d mort. 7s, 28½@29½; do. 3d mort. 8s, 13@13½; Central Ohio, 23@25; do. pref., 35@—; do. 1st mort., 99@99½; Western Maryland 1st mort. 6s, 1890, 100@100½; do. 1st mort. guar., 108@—; do. 2d mort., guar., —@—; do. 3d mort. guar., 108@—; do. 2d mort. pref., 61@66; 2d mort., guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 89@—; do. 3d mort. 8s, 98@100; Orange and Alexandria 1st mort. 6s, 87½@88; do. 2d mort. 6s, —@73; do. 3d mort. 8s, —@60; do. 4th mort. 8s, 13@25; Orange, Alex. and Manassas 7s, 47@52; Baltimore 6s, 1884, —@109; do. 1886, 110@—; do. 1886, new, 107@—; do. 1890, 109½@109½; do. 1900, 110@111; do. 1900, new, 109½@110; do. 1902, 111½@—; do. 1902, new, 109@

—; do. 6s, exempt, 113@113½; do. 1893, —@113; do. 1893, new, 111@—; do. 5s, qrlly., 100@101; do. 5s, new, 103½@104; Memphis 6s, 81@86; do. new, 64@70; Maryland Defense 6s, 1883, 106½@107½; do. 6s, exempt, 109@—; do. 5s, 100½@101½; Virginia consol. 6s, 58@58½; do. 2d series, 28@30; Virginia Consol. coupon, 83@83½; West Virginia def. certifi., 4¼@4¾; Baltimore City Passenger R. R., 33½@—; Baltimore and Catonsville R. R., 12@—; George's Creek Coal, —@99; Atlantic Coal, 0.00@1.40; Canton Co., 16@19; do. gold 6s, 86@88; Union R. R., Canton end., 102½@—; Chesapeake and Ohio R. R. certifi., 31@32; Chesapeake and Ohio Canal 6s, 65@70; South Side 1st mort., 102@110; do. 2d pref., 75@80; do. 3d, 65@70; Norfolk and Petersburg 1st 8s, 102@108; do. 1st 7s, 94@104; do. 2d 8s, 90@92.

Boston.—Michigan Central (Air Line) 8s, 1890, 105; Metropolitan R. R. 6s, 103½; Jackson, Lansing and Saginaw 8s, 1891, 95; Florence, El Dorado and Walnut Valley 7s, 82½; Highland R. R. 7s, 1878, 104½; Cheshire R. R. 6s, 1880, 100½; Wichita and Southwestern R. R. 1st mort. 1874, 82½; Vermont Central 2d mort., 2½; Rutland R. R. 8s, 1902, 76; Connecticut and Passumpsic Rivers R. R., 42; Summit Branch 1st mort., 95; Nashua and Rochester R. R., 87½; Rutland pref., 7½; Maine 6s, 1889, 102½; St. Louis County 7s, 1885, 106½; Toledo 8s, 1894, 106; Chicago 7s, 1892, 102½; Allouez Mining Co., 3½; Duncan, 4; International, 50c.

**THE GOLD COUPONS FROM THE FIRST MORTGAGE BONDS OF THE HOUSTON AND TEXAS CENTRAL RAILWAY**, due July 1st, will be paid for the Company on presentation, less rebate of five per cent per annum, by JOHN J. CISCO & SON, 59 Wall street.

Chicago, Milwaukee and St. Paul Railway.

At the annual meeting of the Chicago, Milwaukee and St. Paul Railway Company, held in Milwaukee, Wis., on the 8th inst., the following directors were elected: Alexander Mitchell, Milwaukee; Julius Wadsworth, New York; Selah Chamberlain, Cleveland; John M. Burke, Walter S. Gurnee, Peter Geddes, David Dows, Jeremiah Milbank, and Abraham R. Van Nest, New York; George W. Weld, John Plankinton, and S. S. Merrill, Milwaukee; J. Bowman, Kilbourn City, Wis. Subsequently the directors re-elected the following officers: President, Alexander Mitchell; Vice President, Julius Wadsworth; Secretary and Treasurer, R. D. Jennings; General Manager, S. S. Merrill; Assistant General Manager, John C. Gault.

Western Union Telegraph.

At a meeting of the Western Union Telegraph Company, held on the 12th inst., Mr. Hamilton K. Twombly (a son in law of Mr. Wm. H. Vanderbilt) was elected a Vice President in the place of Dr. Norvin Green who succeeded the late Mr. William Orton as President of the company. The report which was presented shows that on April 1 the company had a surplus of \$188,859 49. The net profits for the current quarter are estimated at \$867,018 59, the estimate being based upon official returns for April, nearly complete returns for May, and an estimate of the business for June. The estimated profits and the previous surplus make \$1,055,878 08. Deducting from that sum a quarter's interest on the bonded debt, a quarter's

interest on purchase of Atlantic and Pacific Telegraph stock, a quarter's construction expenditures and purchase of stocks of leased lines, &c., and a quarter's proportion of sinking funds, amounting in all to \$170,000, a balance of \$885,878 08 remains. Of this surplus it would take \$525,936 to pay a dividend of 1½ per cent on the outstanding capital stock, after which there would remain a surplus of \$359,942 08. A resolution was adopted declaring a dividend of 1½ per cent payable on July 15, to stockholders recorded at the close of business on June 20. The present quarter, it is said by the officers of the company, will prove more profitable than the corresponding period of any previous year.

Railroad Gossip.

The recent visit to Europe of Mr. Wm. H. Vanderbilt and Judge Wagner has set the daily press at work to discover the object of that visit. One thinks it was for the purchase of a steamship line to Liverpool; another urges that it was to buy a controlling interest in Erie from the English holders; still others say that the trip was to negotiate a loan, money being cheaper in Europe than here. Finally, all admit that Mr. Vanderbilt when interviewed proved an excellent listener. He heard all they had to say and answered nothing. It is very exasperating to the expectant reporter to ask questions, pertinent and impertinent, and wholly fail to get satisfactory replies. It will hardly be satisfactory to our neighbors of the daily press to offer the suggestion that it may be necessary at times for a man to keep his private affairs to himself. Still, it is a fact that silence oftentimes is the only key to success. If Mr. Vanderbilt is using a discreet silence in his own affairs, give him credit for it. Whatever he may have done in Europe in connection with his railroads here will appear in due time; then we can all print the facts.

The Baltimore and Ohio Railroad Company have declared a dividend of twenty-five per cent on the stock of the Washington Branch, payable on the 24th instant. This amount embraces five semi-annual dividends of 5 per cent each up to October, 1877, which had remained undeclared by reason of the claim of the State for the capitation tax, and is now made in accordance with the terms of settlement entered into between the State of Maryland and the Baltimore and Ohio Railroad Company, under the act passed by the General Assembly at its late session.

The last vessel chartered by Messrs. P. & T. Collins, contractors for the construction of the Madeira and Mamore Railroad, sailed from Philadelphia on the 12th inst., carrying 250 tons of railroad iron and 200 tons of supplies. She will proceed direct to San Antonio.

The first excursion train passed over the narrow gauge Lake Champlain and St. Hyacinthe Railway from St. Hyacinthe to West Farnham, P. Q. on the 9th inst.

The new narrow gauge railroad skirting the eastern shore of the San Francisco Bay from the south bank of Oakland creek to Alviso was thrown open to traffic on the 1st inst.

The survey of a new railroad from Chappmansville to Catasauque, Lehigh county, Penn., will shortly be commenced.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	\$3,500,000	J. & J.	Jan. '78 34	Little Schuylkill*.....50	\$2,846,100	J. & J.	Jan. '78 34	Ware River*.....100	\$750,000	J. & J.	Jan. '78 34
Atlanta and West Point.....100	1,232,200	J. & J.	Jan. '78 4	Long Island.....50	3,000,000	M. & S.	May '73 108	Warren (N. J.).....100	1,800,000	A. & O.	Oct. '78 34
Atlantic and Gulf.....100	3,063,200	M. & N.	Nov. '78 34	Louisv. Cin. and Lex*.....50	1,623,483	J. & J.	July '69 8	Warwick Valley.....100	228,000	A. & O.	Oct. '78 34
Atlantic and St. Law*.....100	786,476	M. & N.	Mar. '78 3	Louisville & Nashville.....100	848,700	J. & J.	Jan. '74 44	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '78 34
Augusta and Savannah.....100	5,000,000	M. & S.	Mar. '78 3	Louisv., N. Alb. & Chi. 100	9,008,418	F. & A.	Feb. '78 14	West Jersey.....100	1,559,750	F. & A.	Aug. '78 3
Avon, Genesee & Mt. M.*.....100	1,022,000	J. & D.	Dec. '77 34	Lowell and Andover.....100	3,000,000	J. & D.	Dec. '78 3	Wilmington & Weldon.....100	1,455,200	J. & D.	June '77 34
Baltimore and Ohio.....100	225,000	A. & O.	Jan. '78 3	Lowell and Lawrence.....100	500,000	J. & J.	Jan. '78 34	Winchester & Potomac* 100	180,000	J. & J.	Jan. '78 34
Baltimore and Ohio.....100	13,151,922	M. & N.	May '78 4	Lykens Valley.....100	200,000	A. & O.	Apr. '78 2	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '78 34
Baltimore and Ohio.....100	1,650,000	A. & O.	June '78 25	Manchester and Law.....100	600,000	F. M. A. N.	Feb. '78 24	Worcester and Nashua. 75	1,789,800	J. & J.	July '78 2
Berkshire.....100	820,500	quarterly	Apr. '78 13	Marletta & Cincinnati.....100	1,000,000	M. & N.	May '78 5	HORSE-POWER R. R.			
Boston and Albany.....100	20,000,000	M. & N.	May '78 4	Massachusetts.....100	1,408,912	—	—	Albany City.....100	110,200	—	—
Bos. Cin. F. & N. R. 100	2,523,500	J. & D.	June '78 3	Massachusetts.....100	8,130,719	M. & S.	Sep. '66 30	Baltimore City.....25	1,000,000	J. A. J. O.	Jan. '78 4
Agricultural Br. guar. 100	60,000	M. & N.	May '78 3	Massachusetts.....100	4,460,388	M. & S.	Sep. '66 30	Balt. Oct. & El. Mills.....100	100,000	J. & J.	Jan. '78 4
Bost. Conn. & Mont. pref. 100	8,350,000	J. & J.	June '78 2	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Boston & Chelsea pref. 100	110,000	A. & O.	Apr. '78 4
Boston and Lowell.....500	9,921,274	M. & N.	May '78 3	Michigan Central.....100	18,788,204	J. & D.	June '78 2	Broadway (Brooklyn).....100	200,000	J. A. J. O.	Apr. '78 4
Boston and Maine.....100	4,000,000	M. & N.	May '78 3	Middlesex Central.....100	2,130,484	F. & A.	Feb. '78 43	Broadway & 7th Av. (N. Y.) 100	2,100,000	J. A. J. O.	Apr. '78 34
Boston and Providence.....100	131,700	J. & N.	Jan. '78 34	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '78 3	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '78 34
Attleborough Branch.....100	850,000	quarterly	Dec. '78 2	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '78 34	Brooklyn City.....100	2,000,000	F. M. A. N.	Feb. '78 34
Bost. Revere & Lynn.....100	950,000	J. & D.	June '78 34	Mobile & Montgomery.....100	2,794,800	—	—	Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 34
Buffalo, N. Y. and Erie* 100	377,400	quarterly	Apr. '78 2	Morris and Essex*.....100	15,000,000	J. & J.	July '78 34	Jambridge.....100	824,300	A. & O.	Oct. '77 4
Garden and Atlantic.....50	838,811	quarterly	Apr. '78 2	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	Jan. '78 6	Con. Park, N. & E. Riv. 100	1,063,400	J. & J.	Jan. '78 3
Garden & Burl. Co. 100	381,925	J. & J.	Jan. '78 3	Nashua and Lowell.....100	800,000	M. & N.	May '78 2	Citizens' (Phila.).....50	500,000	J. & N.	Jan. '78 10
Orpe May and Millville* 100	447,000	J. & D.	Dec. '77 8	Nashua and Rochester.....100	1,185,000	A. & O.	Oct. '77 3	Citizens' (Phg.).....50	200,000	M. & N.	Nov. '77 10
Catawissa.....50	426,900	Novemb.	Nov. '74 6	Nashville and Decatur.....100	1,529,000	J. & D.	June '78 3	Coney Island & Rookl. 50	500,000	—	—
Catawissa.....50	1,159,500	Oct. '67	Oct. '77 14	Nash, Chat. & St. Louis.....100	6,575,256	A. & O.	Apr. '78 1	Continental (Phila.).....50	180,000	M. & N.	Nov. '77 24
Catawissa.....50	2,200,000	M. & N.	May '78 34	Naugatuck.....100	2,000,000	J. & J.	Jan. '78 5	D. Dock E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Feb. '78 2
Cayuga and Susq*.....50	689,110	J. & J.	July '77 44	Nesquehoning Valley*.....100	1,000,000	M. & S.	June '78 5	Elizabeth and Newark.....100	200,000	—	—
Cedar Rapids & Mo. R.* 100	6,850,400	F. M. A. N.	May '78 1	N. Castle & Beaver Val.* 50	1,800,000	quarterly	Apr. '78 24	42nd St. & St. Ferry.....100	748,000	M. & N.	Nov. '77 5
Cedar Rapids & Mo. R.* 100	760,000	F. & A.	Feb. '78 34	N. Haven & Northamp.....100	605,000	quarterly	Oct. '74 3	Frank & Southw. (Ph.) 50	600,000	J. & J.	Jan. '78 9
Central of Georgia.....100	7,000,000	J. & J.	Jan. '78 34	New London Northern* 100	1,418,800	quarterly	July '78 14	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '78 10
Central of New Jersey.....100	20,000,000	quarterly	Apr. '78 24	N. Y. Cen. & Hudson R.* 100	89,428,330	quarterly	July '78 2	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Central Ohio.....50	2,425,000	J. & J.	Jan. '78 2	New York and Harlem.....100	8,500,000	J. & J.	July '78 4	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central Ohio.....50	400,000	J. & J.	Jan. '78 2	—	1,500,000	annually	Apr. '78 3	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '78 2
Central Pacific.....100	64,275,500	A. & O.	Oct. '77 46	—	15,500,000	J. & J.	July '78 6	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '78 14
Chemung.....100	380,000	quarterly	Apr. '78 14	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '78 6	Highland.....100	290,000	M. & N.	Nov. '77 4
Chesapeake, preferred.....100	2,156,300	J. & J.	Jan. '78 14	N. Y. Provid. & Boston.....100	3,000,000	quarterly	May '78 24	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '77 6
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '78 34	Ning. Bridge & Canard* 100	1,000,000	J. & J.	Jan. '78 3	Lynn and Boston.....100	200,000	—	—
Chicago and Alton.....100	2,426,400	M. & S.	Mar. '78 34	North Carolina.....100	4,000,000	M. & S.	Mar. '78 3	Malden and Melrose.....100	200,000	—	—
Chicago, Bari. & Quincy.....100	27,598,242	M. & S.	Mar. '78 4	N. Eastern (S. C.) pref. 100	90,000	M. & N.	Nov. '77 4	Metropolitan (Boston).....100	1,500,000	J. & J.	Jan. '78 4
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	Jan. '78 3	North Pennsylvania.....50	3,978,150	F. & A.	Feb. '78 24	Middlesex (Boston).....100	400,000	M. & N.	May '78 3
Chi. Mil. and St. Paul.....100	15,404,261	A. & O.	Dec. '70 70	Northern Central.....50	5,842,000	A. & O.	Apr. '78 3	Ninth Avenue (N. Y.).....100	797,320	—	—
Chi. Mil. and St. Paul.....100	12,279,483	A. & O.	Apr. '78 34	Northern N. Hampsh.....100	3,068,400	J. & D.	June '78 24	Orange and Newark.....100	282,555	—	—
Chicago & N. Western.....100	15,103,145	J. & D.	June '78 3	Northern New Jersey.....100	1,000,000	J. & J.	July '77 2	Philadelphia City.....50	475,000	J. & J.	Jan. '78 12
Chicago & N. Western.....100	21,696,334	J. & D.	June '78 34	Norwich & Worcester* 100	2,604,400	J. & J.	July '78 5	Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Chicago, R. I. & Pacific.....100	25,000,000	quarterly	May '78 2	Ogden & L. Champi* 100	3,077,000	J. & J.	July '78 2	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Cin. Ham. & Dayton.....100	3,600,000	A. & O.	Apr. '78 4	—	2,000,000	A. & O.	Apr. '78 4	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Cin. Sand. and Cleve.* 50	2,980,550	—	Apr. '72 100	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '75 34	Second Avenue (N. Y.).....100	1,199,500	J. A. J. O.	Apr. '78 2
Cin. Sand. and Cleve.* 50	413,150	M. & N.	May '78 3	Old Colony.....100	4,030,000	J. & D.	Mar. '75 34	Second & Third St. (Ph.) 40	982,100	quarterly	Jan. '78 3
Clev. Col. Cin. & Ind. 100	14,991,800	F. & A.	Feb. '78 3	Oswego and Syracuse* 100	482,400	F. & A.	Feb. '78 44	17th & 19th streets (Ph.) 50	500,000	J. & N.	Jan. '78 4
Cleveland & Mahoning* 50	2,057,589	M. & N.	May '77 34	Panama.....100	7,000,000	quarterly	May '78 3	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 5
Cleveland & Pittsburgh* 50	11,236,150	quarterly	June '78 14	Paterson and Hudson* 100	632,000	J. & J.	Jan. '78 44	Third Avenue (N. Y.).....100	2,000,000	F. M. A. N.	Feb. '78 5
Columbus and Xenia*.....100	1,786,800	M. J. S. D.	June '78 2	Paterson and Newark* 100	250,000	J. & J.	Jan. '78 4	13th & 15th street (Ph.).....100	1,000,000	J. & J.	Jan. '78 24
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '78 4	Paterson and Ramapo* 100	248,000	J. & J.	Jan. '78 4	23d street (N. Y.).....100	600,000	J. & J.	Jan. '78 4
Concord.....100	1,600,000	M. & N.	May '78 6	Pember. & Highstown* 50	342,150	J. & J.	Jan. '78 3	Somerville (Boston).....100	98,000	F. & N.	May '78 3
Concord and Forta.....100	850,000	J. & J.	Jan. '78 34	Pennsylvania.....100	68,870,200	quarterly	May '77 14	South Boston.....50	450,000	J. & J.	Jan. '78 2
Concord & Passump Riv. 10	2,176,700	F. & A.	Feb. '78 2	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Feb. '78 4	Union (Boston).....100	374,800	J. & J.	Jan. '78 5
Conn. & Passump Riv. 10	2,100,000	J. & J.	Jan. '78 4	Philadelphia and Erie* 50	6,004,300	J. & J.	Jan. '78 4	Union (Phila.).....50	400,000	J. & J.	Jan. '78 4
Connecticut River.....100	1,292,950	J. A. J. O.	Apr. '78 24	—	2,400,000	J. & J.	Jan. '78 4	West Philadelphia.....50	400,000	J. & J.	July '77 10
Cumberland Valley.....100	241,900	A. & O.	Apr. '78 4	Phil. Ger. & Norristown* 50	1,622,250	M. J. S. D.	June '78 3	CANALS.			
—	243,000	A. & O.	Apr. '78 4	Philadelphia & Reading 50	32,728,375	quarterly	Jan. '76 24	Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Danbury and Newr. Ia. 50	600,000	quarterly	Mar. '78 14	—	1,551,800	quarterly	July '78 34	Delaware Division.....50	1,633,350	F. & A.	Feb. '78 4
Dayton & Michigan*.....100	2,39,350	A. & O.	Apr. '78 14	Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '78 24	Delaware and Hudson* 100	20,000,000	F. & A.	Aug. '78 4
Delaware.....100	1,286,100	quarterly	Apr. '78 2	Phila. Wil. & Balt.....100	11,554,250	J. & J.	July '78 4	Delaware and Raritan* 100	5,847,400	quarterly	Apr. '78 24
Del. Lackaw. & Westn. 50	1,280,950	J. & J.	Jan. '78 3	Pittsb. Ft. W. & Chi.* 100	19,714,285	quarterly	Apr. '78 14	Lehigh Coal & Navigat. 50	10,548,550	J. S. D. M.	Sept. '76 14
Detroit & Milwaukee* 50	822,140	—	—	—	5,504,300	quarterly	Apr. '78 14	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '78 2
Dubuque & Sioux City* 100	5,000,000	A. & D.	Dec. '69 7	Pittsfield & N. Adams.....100	460,000	J. & J.	Jan. '78 24	Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
East Pennsylvania*.....50	1,409,200	J. & J.	Jan. '78 3	Portl. Saco & Portsm.....100	1,500,000	J. & J.	Jan. '78 3	(preferred).....100	1,175,000	F. & A.	Feb. '78 6
East Mahanoy.....50	392,950	J. & J.	Jan. '77 20	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '78 2	Pennsylvania.....50	4,837,950	—	—
East Tenn. Va. & Ga. 100	1,968,274	A. & O.	Apr. '78 3	Raleigh and Gaston.....100	1,500,000	J. & J.	Jan. '78 4	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Apr. '77 100s
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3	Rensselaer & Saratoga* 100	6,000,000	J. & J.	Jan. '78 4	(pref.) 50	2,888,977	F. & A.	Apr. '77 1400s
Eastern (N. H.).....100	492,600	J. & J.	July '78 3	Richmond & Petersburg.....100	1,008,600	J. & J.	Jan. '78 2	MISCELLANEOUS.			
Elmira, Jef. & Canand*.....100	600,000	F. & A.	Feb. '78 24	Roch. & Genesee Val.* 110	555,200	J. & J.	Jan. '78 3	Adams Express.....100	12,000,000	quarterly	June '78 2
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '77 24	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3	American Coal.....25	1,500,000	M. & S.	Sept. '77 24
—	600,000	J. & J.	Jan. '78 34	Rutland preferred.....100	4,168,700	F. & A.	Feb. '78 34	American Express.....100	18,000,000	J. & J.	July '78 14
Erie Railway.....100	78,000,000	—	—	St. Croix and Penobscot.....100	100,000	J. & J.	July '71 2	Amoskeag Manuf. Co. 100	3,000,000	J. & D.	June '78 6
—	8,534,910	—	—	St. L. Alt. & T. Haute.....100	2,800,000	—	—	Calumet and Hecla Mining. 80,000 shs	F. M. A. N.	May '78 34	
Erie and Pittsburgh*.....100	1,090,250	quarterly	June '78 14	—	2,464,400	F. & A.	Feb. '78 3	Central Mining Co. 100	—	Annual	Feb. '78 5
Fitchburg.....100	4,500,000	J. and J.	July '78 3	St. L. I. Mt. & South'n. 100	12,448,950	F. & A.	Feb. '78 3	Consolidation (Md.) Coal 100	10,250,000	M. & S.	Jan. '77 34
Georgia.....100	4,200,000	J. and J.	July '78 3	St. L. Kan. C. & North. 100	12,000,000	—	—	George's Creek C. & I. 100	100,000	J. & J.	Jan. '78 3
Great Trunk (Can.) 1st pf. 100											



## Dominion of Canada.

Area, 366,288 Square Miles. Population, 4,239,584. Railways, 5,346 miles.

## RAILWAYS IN OPERATION, JULY 1, 1877.

(Exclusive of the North-West Territories and British Columbia.)

CORPORATE TITLES.	Track Gauge.	Whole Length. Miles.	Distribution to Provinces.					United States. Miles.
			Ontario. Miles.	Quebec. Miles.	N. Bruns. Miles.	N. Scotia. Miles.	P. Edw. I. Miles.	
Albert.....	4:8½	51.00	.....	.....	51.00	.....	.....	.....
Brantford, Norfolk and Port Burwell.....	4:8½	34.00	34.00	.....	.....	.....	.....	.....
Brockville and Ottawa.....	5:6	86.50	86.50	.....	.....	.....	.....	.....
Canada Central.....	5:6	105.00	105.00	.....	.....	.....	.....	.....
Canada Southern.....	4:8½	291.20	291.20	.....	.....	.....	.....	.....
Erie and Niagara.....	4:8½	31.30	31.30	.....	.....	.....	.....	.....
Carrillon and Grenville.....	5:6	13.50	.....	13.50	.....	.....	.....	.....
Chatham Branch.....	4:8½	9.00	.....	.....	9.00	.....	.....	.....
Coburg, Peterboro and Marmora.....	5:6	47.00	47.00	.....	.....	.....	.....	.....
European and North American.....	4:8½	91.50	.....	.....	91.50	.....	.....	.....
Frederickton.....	4:8½	23.00	.....	.....	23.00	.....	.....	.....
Grand Trunk.....	4:8½	1,013.00	626.00	461.00	.....	.....	.....	16.00
Buffalo and Lake Huron.....	4:8½	161.00	161.00	.....	.....	.....	.....	.....
Great Western (79½ m. double).....	4:8½	495.80	495.80	.....	.....	.....	.....	.....
Galt and Guelph.....	4:8½	15.25	15.25	.....	.....	.....	.....	.....
London and Port Stanley.....	4:8½	23.66	23.66	.....	.....	.....	.....	.....
London, Huron and Bruce.....	4:8½	68.89	68.89	.....	.....	.....	.....	.....
Welland (used by G. W. 14.83 m.).....	.....	.....	.....	.....	.....	.....	.....	.....
Weilington, Grey and Bruce.....	4:8½	168.35	168.35	.....	.....	.....	.....	.....
Hamilton and North-Western.....	4:8½	33.00	33.00	.....	.....	.....	.....	.....
Intercolonial.....	4:8½	745.00	.....	175.00	848.00	222.00	.....	.....
Kingston and Pembroke.....	4:8½	47.50	47.50	.....	.....	.....	.....	.....
Levis and Kennebec.....	4:8½	70.00	.....	70.00	.....	.....	.....	.....
Massawippi Valley.....	4:8½	34.50	.....	34.50	.....	.....	.....	.....
Midland.....	4:8½	129.00	129.00	.....	.....	.....	.....	.....
Montreal and Vermont Junction.....	4:8½	23.00	.....	23.00	.....	.....	.....	.....
Montreal, Portland and Boston.....	4:8½	32.00	.....	32.00	.....	.....	.....	.....
New Brunswick.....	3:6	152.00	.....	.....	137.00	.....	.....	15.00
New Brunswick and Canada.....	5:6	120.00	.....	.....	120.00	.....	.....	.....
Northern.....	4:8½	97.54	97.54	.....	.....	.....	.....	.....
Toronto and Muskoka.....	4:8½	49.71	49.71	.....	.....	.....	.....	.....
North Grey.....	4:8½	20.50	20.50	.....	.....	.....	.....	.....
Petitcodiac and Elgin.....	4:8½	14.00	.....	.....	14.00	.....	.....	.....
Port Dover and Lake Huron.....	4:8½	63.00	63.00	.....	.....	.....	.....	.....
Prince Edward Island.....	3:6	198.50	.....	.....	.....	.....	198.50	.....
Quebec Central.....	4:8½	61.00	.....	61.00	.....	.....	.....	.....
Quebec and Lake St. John (wooden).....	4:8½	25.50	.....	25.50	.....	.....	.....	.....
St. Lawrence and Industry.....	.....	12.00	.....	12.00	.....	.....	.....	.....
St. Lawrence and Ottawa.....	4:8½	59.00	59.00	.....	.....	.....	.....	.....
Stanstead, Shefford and Chambly.....	4:8½	43.00	.....	43.00	.....	.....	.....	.....
South-Eastern.....	4:8½	65.00	.....	65.00	.....	.....	.....	.....
Toronto and Nipissing.....	3:6	105.50	105.50	.....	.....	.....	.....	.....
Lake Simcoe Junction.....	.....	.....	.....	.....	.....	.....	.....	.....
Toronto, Grey and Bruce.....	3:6	191.00	191.00	.....	.....	.....	.....	.....
Welland.....	4:8½	31.08	31.08	.....	.....	.....	.....	.....
Whitby, Port Perry and Lindsay.....	4:8½	46.00	46.00	.....	.....	.....	.....	.....
Windsor and Annapolis.....	4:8½	84.00	.....	.....	.....	84.00	.....	.....
<b>Total.....</b>		<b>5,281.28</b>	<b>2,986.78</b>	<b>1,015.50</b>	<b>793.50</b>	<b>306.00</b>	<b>198.50</b>	<b>31.00</b>

## High Speed on a Railroad.

On the 24th ult. the directors of the Chicago, Burlington and Quincy Railroad were run by special train over the Great Western Railway from Detroit to Suspension Bridge at a speed which deserves to be chronicled. The train left Windsor at 9:16 A. M., and arrived at Elston at 2:12 P. M., four minutes less than five hours. Out of this is to be deducted the actual time of stops at various stations, and level railroad crossings, amounting in the whole to 56 minutes, making the actual running time between stations four hours, an average speed for 229 miles of 57½ miles an hour.—*Toronto Mail.*

## Narrow Gauge Railroads in Oregon.

From Portland, Oregon, May 30th, we learn that arrangements have been made between the Walla Walla and Columbia River Railroad Company and Messrs. J. C. Ainsworth, R. Thompson, S. G. Reed, W. S. Ladd, C. E. Tilton and Dr. D. S. Baker, for the purpose of building a general system of narrow gauge railroads, to meet the requirements of the grain producing country bordering on the upper Columbia and Snake rivers; that the Walla Walla and Columbia River Rail-

road has become a part of the new enterprise, and that the work of extending the same will be commenced as soon as practicable. It is also stated, on the same authority, that in the month of July or August next, there will arrive at Portland 35 miles of steel rails, with locomotives, rolling stock, etc., for the same enterprise.

## Pennsylvania Company.

At the annual meeting of the Pennsylvania Company, held in Pittsburgh on the 4th inst., the report of the President and Directors was presented and read, and will be published hereafter. A new Board of Directors was also elected, consisting of the following persons: Thomas A. Scott, J. N. McCullough, Wm. Thaw, Thomas D. Messler, Geo. B. Roberts, Wistar Morris, S. M. Felton, Henry M. Phillips, Alexander Biddle, J. Price Witherill, J. N. DuBarry and H. H. Houston. The officers are: Thomas A. Scott, President; J. N. McCullough, Wm. Thaw and Thomas D. Messler, Vice Presidents; Wm. H. Barnes, Treasurer; Clifford S. Sims, Secretary—the latter having his

office in Philadelphia—and John C. Conn, Assistant Secretary.

## Chesapeake and Delaware Canal.

At the annual meeting of the stockholders of the Chesapeake and Delaware Canal Company, held in Philadelphia on the 2d inst., the 59th annual report of the Board of Managers was read, showing that the revenue from tolls for the year ending May 31, 1878, was \$169,650 45, revenue from other sources, \$7,089 50; balance on hand, May 31, 1877, \$61,550 05; total receipts, \$238,240. The expenses during the past year were \$9,894 21.

The report was adopted and the following named gentlemen were elected to serve during the ensuing year:

President.—Andrew C. Gray.

Directors.—Messrs. Geo. Cadwalader, H. Pratt McKean, John F. Gilpin, Thomas A. Biddle, Isaiah V. Williamson, Charles H. Hutchinson, Edwin Swift, David Scull, Mahlon P. Hutchinson, John R. Baker, Charles Dutilleul, Gustavus S. Benson, James C. Fisher, Henry C. Ford.

**Vermont and Massachusetts Railroad.**

At the annual meeting of the Vermont and Massachusetts Railroad, held in Boston on the 5th inst., the following Board of Directors was chosen: Daniel S. Richardson of Lowell, William H. Hill of Brookline, James A. Dupes, of Winchester, Francis Goodhue of Brattleboro', Vt., George F. Fay, of Fitchburg, Thornton K. Ware, of Fitchburg, Edward L. Davis of Worcester.

As the road is leased to the Fitchburg Railroad, there was no other business except the presentation of the Treasurer's report, which showed that \$146,257 45 had been received from the Fitchburg Railroad Company, and that two dividends of two dollars and a half per share had been paid, amounting in the aggregate to \$143,000, the incidental expenses being \$3,257 45.

**Commerce of New York.**

The foreign imports at New York for the month of May, 1878, are officially stated as follows:

	1877.	1878.
Entered for consumption....	\$11,348,796	\$9,788,229
Do. for warehousing....	8,993,413	7,203,218
Free goods.....	7,869,770	5,803,184
Specie and bullion....	549,114	1,871,147

Total entered at port....	\$28,761,093	\$24,165,728
Withdrawn fr. wareh'ise	6,189,879	5,117,121

The foreign imports at New York for five months from January 1, were:

	1877.	1878.
Entered for consumption....	\$61,536,121	\$56,291,166
Do. for warehousing....	35,858,765	29,121,860
Free goods.....	42,045,908	33,526,566
Specie and bullion....	6,846,210	11,895,940

Total entered at port....	\$146,287,004	\$130,835,532
Withdrawn fr. wareh'ise	31,187,732	28,264,412

The foreign imports at New York for eleven months of the fiscal year, were:

	1877.	1878.
Six months ending January 1.....	\$147,027,452	\$152,045,807
January.....	27,606,837	24,626,689
February.....	26,659,268	25,726,714
March.....	34,402,295	26,565,641
April.....	28,858,011	29,750,760
May.....	28,761,093	24,165,728

Total 11 months.....	\$293,314,456	\$282,881,839
Deduct specie.....	30,812,813	19,541,180

Total mds.....\$262,501,643 \$263,340,159

The duties received at New York for eleven months ending with May, were:

	1876-77.	1877-78.
July.....	\$7,497,199 39	\$7,132,747 46
August.....	10,125,886 42	10,018,122 33
September.....	8,634,411 36	9,068,929 44
October.....	8,061,580 14	8,392,221 85
November.....	5,720,206 82	6,585,108 81
December.....	4,822,595 04	6,816,553 74
January.....	8,058,938 72	7,154,924 85
February.....	8,224,434 61	7,914,958 48
March.....	8,695,637 63	8,571,501 20
April.....	7,569,482 75	7,696,243 89
May.....	7,054,082 33	6,527,083 58

Total.....\$34,484,045 21 \$34,877,396 16

The exports from New York to foreign ports in the month of May, were:

	1877.	1878.
Domestic produce.....	\$22,241,422	\$27,611,988
Foreign free goods.....	220,919	252,517
Do. dutiable.....	423,690	492,441
Specie and bullion.....	10,743,150	821,106

Total exports.....	\$33,629,181	\$29,185,046
Do, exclusive of specie.	22,886,031	28,363,941

The exports from New York to foreign ports for five months from January 1, were:

	1877.	1878.
Domestic produce.....	\$106,410,760	\$140,099,506
Foreign free goods.....	1,218,977	1,574,011
Do. dutiable.....	1,908,364	2,522,674
Specie and bullion.....	16,326,161	8,518,205

Total exports.....	\$125,864,262	\$152,714,396
Do, exclusive of specie.	109,538,101	144,196,191

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

	1877.	1878.
Six months ending January 1.....	\$151,493,635	\$164,948,533
January.....	25,403,169	27,692,811
February.....	19,662,718	28,834,290
March.....	19,822,112	31,094,113
April.....	21,764,071	28,211,036
May.....	22,886,031	38,363,941

Total produce.....	\$261,031,736	\$309,144,724
Add specie.....	30,796,930	14,463,876

Total exports.....\$291,828,666 \$323,608,600

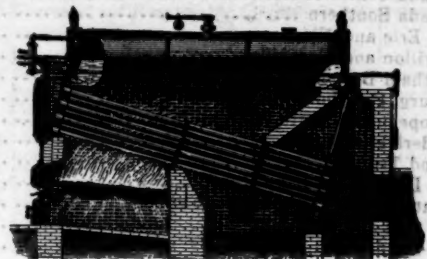
**The Coal Trade.**

For the week ending June 1, the total anthracite production, as reported by the several carrying companies, amounted to 195,937 tons, against 438,900 tons in corresponding week last year, a decrease of 242,963 tons. The total amount of anthracite mined for the coal year is 5,126,596 tons, against 7,416,259 tons for same period last year, a decrease of 2,289,663 tons. The quantity of bituminous coal sent to market for the week amounted to 67,007 tons, against 70,846 tons in corresponding week last year, a decrease of 3,839 tons. The total amount of bituminous mined for the year is 960,971 tons, against 1,225,754 tons for corresponding period last year, a decrease of 264,783 tons. The total tonnage of all kinds of coal for the week is 262,944 tons, against 509,746 tons in corresponding week last year, a decrease of 246,802 tons. The total tonnage of all kinds of coal for the coal year is 6,087,567 tons, against 8,542,013 in same date last year, a decrease of 2,454,446 tons. The receipts at Perth Amboy for the week ending on June 1st were 2,701 tons, the shipments 13,700 tons, leaving a stock on hand of 34,181 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of May was 86,394 tons, of which 67,640 tons were coal, and 18,754 tons coke. The total carried for the year is 1,852,118 tons, of which 1,442,320 tons were coal and 409,798 tons coke. These figures embrace all the coal carried over the road, east and west. The Reading Railroad carried 80,000 tons of coal last week to Port Richmond, whilst 48,000 tons were shipped thence, leaving the stock on hand at Port Richmond last Saturday about 103,600 tons.—*Phila. Ledger, June 10.*

The first "open hearth steel" ever made in the South was turned out by the Roane Iron and Steel Company of Chattanooga on the 6th inst., by the Siemens-Martin process. It was an experimental cast of six tons product, and is pronounced "a perfect success in quality." The metal from which the steel is made is manufactured from specular ore found near Cartersville, in Georgia. When the company's steel plant is in full operation it will produce 150 tons daily.

The directors of the Old Colony Steamboat Company recently elected, are: Charles H. Choate, Silas Pierce, Jr., Francis B. Hayes, Frederick L. Ames, Thomas J. Borden, Charles P. Stickney, William Borden, Cornelius N. Bliss and Eliza W. Willard. The officers are: Charles H. Choate President; T. J. Borden Clerk.

The work on the Brattleboro' and Londonderry, Vermont, Narrow Gauge Railroad is soon to commence—the work of surveying the route having already been begun. The requisite \$200,000 has been secured.

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Hose  
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Jacks  
Jig Saws  
Jack Screws  
Looms  
Lathes, Iron  
Lath Machinery  
Lathes, Wood Turning  
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Mill Spindles  
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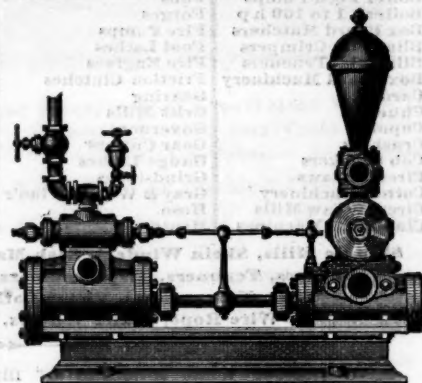
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